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HISTORY OF THE
CITY OF HUDSON

NEW YORK

WITH
BIOGRAPHICAL SKETCHES
OF
HENRY HUDSON
AND
ROBERT FULTON

BY
MRS. ANNA R. BRADBURY



Published by
RECORD PRINTING AND PUBLISHING CO.
HUDSON, N. Y.
1908.

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To My Friends



PREFACE.

Anatole France, the distinguished French writer remarks, as if it were the merest truism "that all historical works which are not lies, are insupportably dull"

In view of this sweeping assertion it requires no little fortitude to confess, that this History is absolutely truthful, to the best of the author's knowledge and belief.

In the adjustment of conflicting facts some seeming errors possibly may be found, but none that have not been carefully examined, and have in

"* * * * * nothing extenuate

Nor set down aught in malice."

Grateful acknowledgments are made to Mr. Stephen B. Miller's "Historical Sketches of Hudson." Had that work been still in print this would not have been written. The fear that its valuable material would be lost, together with the numerous inquiries in relation to the early history and settlement of Hudson, led to the preparation of this volume.

Thanks are also due to Mr. Peyton F. Miller's "A Group of Great Lawyers," and to all who have so willingly assisted by the loan of books and documents, or by the expression of a kindly interest.

A. R. B.

Hudson, September 15, 1908.

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INTRODUCTION.

Biographical Sketch of Henry Hudson.

In writing a history of the city of Hudson at this time it seems eminently fitting to include a biographical sketch of our celebrated namesake, Henry Hudson.

Although countless cities bearing his name are strewn over the land 'Thick as autumnal leaves in Vallombrosa,' not one, with the exception of Hudson, Ohio, which was founded by his descendants, possesses our peculiar right to it.

A careful perusal of Hudson's journal of the voyage of 1609, as preserved in that quaint old volume entitled "Purchas his Pilgrims," proves that he landed on this site, both on ascending and descending the river.

On his first visit he remained a whole day, and on his return was detained four days by contrary winds, while his good ship "Half Moon" swung at anchor off the shore.

"These," Hudson writes, "I spent both pleasantly and profitably surveying the country, finding good ground for corn and garden herbs, and goodly oaks and nut trees, and trees of sweet wood in great abundance."

He also describes his visit to the Mohicans here at great length. Then too the location of our city on the bank of Hudson's "River of the Mountains" that vies in beauty with the castled Rhine, and to which Hudson himself referred as his most notable discovery. All these considerations add a personal interest to the narrative of the great explorer.

Of Henry Hudson's origin and early history, but little

is known. He was born in England, and was a grandson of Henry Hudson who was an alderman of the city of London, and who with Sebastian Cabot established the Muscovy Company, which traded with Russia through the port of Archangel. Ivan the Terrible, the first of the Czars of Russia, who is referred to by Elizabethan writers as Ivan Vasilivitch, Duke of Muscovy, fostered this traffic and gave the name to the company.

The arms of the Hudson family were "argent semée of fleurs-de-lis gules, a cross engrailed sable." His tomb in the old parish church of St. Dunstan's in the East, bears this inscription:

Here lieth Henry Hudson's corps
Within this Tomb of Stone:
His soul (through faith in Christ's death)
To God in Heaven is gone.
While that he lived an Alderman
And skinner was his state;
To Vertue bare he all his love
To Vice bare he his hate.
He had to wife one Barbara
Which made this Tomb you see
By whom he had of issue store
Eight sonnes and daughters three.
Obiit 22. Decemb. An. Dom. 1555.

There is every reason to believe that Henry Hudson was influenced by the traditions of his house, to look in the direction pointed out by Cabot, and after him by Davis, and Frobisher, for a short route through the polar seas, to the semi-fabulous empire of Cathay.

Hudson had a wealthy kinsman named Sir Christopher Hudson, who owned a fleet of armed ships, but it seems certain that it was in the service of the Muscovy Company, that he received that training and experience which

served to develop his inherent qualities of coolness and courage, into the skillful and intrepid navigator.

His most cherished and intimate friend in London, was Captain John Smith, one of the founders of the colony of Virginia in 1607. Mention is made of Henry Hudson's wife and family, in his contract with the Dutch East India Company, wherein it was agreed that he should be paid three hundred and twenty dollars for his services and for the support of his wife and children. Further, that his widow was to receive eighty dollars additional, should the explorer be lost during the voyage.

As the few remaining documents, and these contracts even with his Dutch employers, are all signed "Henry Hudson, Englishman," there remains no possible reason for writing his name "Hendrik." As a matter of fact, Hudson's negotiations with the Dutch Company, were conducted with the aid of an interpreter, his ignorance of the language being as unfortunate as it was complete. Undoubtedly a large share of his later troubles with his Dutch sailors, arose from his inability to understand their language.

Hudson's elder son, John Hudson, accompanied him on all his later voyages, and finally perished with him. His second son named David was the ancestor of the Hudson family, who came to this country in the year 1800, and founded the town of Hudson in Ohio. This David Hudson, being the fifth of that name in direct descent from Henry Hudson. It is a pleasant thought that his descendants have been residents of our country for more than a century, and are neither English or Dutch, but citizens of the American Republic.

In 1607, the London Muscovy Company with a renewed desire to extend its search for a shorter passage to the East, offered Henry Hudson the command of their ship, his ability and bravery having been successfully tested and he himself always eager for new adventures.

"The wealth of the Indies" had passed into a proverb, and all the nations of Europe were restless and dissatisfied because of the delays and difficulties—says an early authority—in the way of obtaining it; the commerce of that region being slowly and laboriously brought to them, partly overland and then floated through the Mediterranean Sea. Hudson gladly accepted the commission and on the 19th of April, 1607, repaired with his crew of eleven men including his son John, to the church of Saint Ethelburga in Bishopsgate Street, and there received the sacrament, as was the custom of the time. In the good ship Hopewell on May first, he dropped down the Thames and headed north, as he says in his journal "for to discover by the North Pole a passage to China and Japan."

Suffice it to say, that this voyage and also a second, undertaken for the same purpose in the following year were unsuccessful, and the London Company becoming disheartened, Hudson passed over to Holland, and offered his services to the Dutch East India Company. His fame as a bold and skillful navigator had preceded him, and he was speedily engaged for the same object "to discover if possible a shorter route to the East, and thus increase their facilities for trade." The quaint little "Half Moon," a vessel of only about 80 tons burden was soon equipped, and manned with a crew of twenty English and Dutch sailors, of whom Robert Juet was Masters Mate

On the 25th of March, 1609, Hudson set sail from Amsterdam and in a little over a month doubled the North Cape, and a short time afterward reached the coast of Nova Zembla. Here he encountered powerful head winds, huge icebergs and dense fog, as in his former voyages, and finding it impossible to proceed farther north he determined to sail westerly, and perhaps add to the vast discoveries of which he had heard from his friend Captain John Smith. Hudson had also obtained some

maps from him, on one of which was marked a strait south of Virginia offering a passage to the Pacific Ocean or "Great South Sea," as it was called, and he hoped by this means to reach the East Indies.

So retracing his course he soon doubled the North Cape again and by the last of May arrived at one of the Faroe Islands. From thence he sailed for Newfoundland, but being driven about by fierce tempests in one of which his fore-mast was swept away, it was not until early in July that he succeeded in reaching it "and saw a great fleet of French fishing boats off the banks." "Being becalmed he sent his crew to try their luck and they were very successful, taking in one day 130 cod-fish."

The wind springing up they set sail, cleared the banks, passed the shore of Nova Scotia and on the morning of July 12th had their first glimpse of North America. The fog now became so thick they were afraid to approach the land, but on the 18th the weather cleared and they ran into "a goodly harbor." This was Penobscot Bay, on the coast of Maine.

Hudson here for the first time came in contact with the natives of the country, two boats coming off to him containing six Indians "who seemed very glad at their coming." He gave them some trifling presents and "they ate and drank with him." One of them could speak a little French, and Hudson learned "that there were gold and silver and copper mines near by, and that the French people were in the habit of trading with them."

Hudson remained here several days, mending sails and re-setting a new fore-mast, while some of the crew filled the water-casks and others amused themselves catching lobsters. The Indians meanwhile came on board in great numbers "seeming not at all afraid of Hudson's men while the crew viewed them with suspicion."

On the day before leaving, one of those acts of cruelty

was perpetrated by Hudson's men, which serve to explain if not to justify the "Indian atrocities" of later times. Two French shallops filled with Indians came to the ship bringing beaver skins and fine furs which they wished to trade for articles of dress or knives, hatchets and trinkets. The men "noting where the shallops were laid manned a boat with six of the crew armed with muskets, took one of them and brought it on board." This was base enough but not satisfied with this, "they landed a boat load of armed men, drove the Indians from their houses and took the spoil of them." The Indians had shown them only the greatest kindness and good will, and such conduct can only be accounted for on the ground that Hudson could not control his crew, although he was reputed to be a strict disciplinarian.

It is recorded that "they had many quarrels with the natives, and were a wild ungovernable set of men." In the light of the tragic events of the following winter, when Hudson himself fell a victim to their treacherous malignancy, we can readily believe that a spirit of insubordination incited by the unscrupulous first mate Robert Juet, had even then undermined his authority.

Hudson finally set sail on July 26th, steering southward along the coast and sighting Cape Cod. Here the men on landing found "goodly grapes and rose-trees which they brought to the ship," also, "Indians who were great smokers and had an abundance of green tobacco, and pipes, the bowls of which were made of earth and the stems of red copper."

Proceeding, Hudson passed Nantucket and Martha's Vineyard, and on August 18th arrived at the entrance of Chesapeake Bay. Here he was near the mouth of "Kings River," as the James was then called, on which the first English settlement had been made two years before, and named Jamestown. Hudson would have been delighted to pass up this river and visit his countrymen, and es-

pecially his friend Captain John Smith in the wilds of America, but the wind was blowing a gale, so he passed on. After sailing south until he reached the thirty-fifth degree of latitude he changed his course to the north, having become convinced that there was no passage into the Pacific Ocean, and being desirous of making some discovery which might prove profitable to his employers.

On the 28th of August, after passing the shores of Maryland, Hudson discovered a great bay now known as Delaware Bay. "He examined here the currents and took soundings but did not land." For nearly a week he now sailed northward "passing along a low marshy coast, skirted with broken islands, and on the 2nd of September he spied the highlands of Neversink." The sight pleased him greatly for he says, "it is a good land to fall in with, and a very pleasant land to see." On the morning of the 3rd the weather was dark and misty, but "Hudson having passed Long Branch sent his boat up to sound, and receiving a favorable report, in the afternoon, brought the 'Half Moon' within Sandy Hook." The next morning seeing that "there was good anchorage and a safe harbor" he passed farther up, and anchored within Sandy Hook Bay. Having observed great quantities of "salmon, mullet and rays in the water" he now sent his men ashore with a net. It is said they first landed on Coney Island, and found "plum trees loaded with fruit and embowered in grape-vines, while snipe and other birds were floating on the water." The fishing proved excellent, for they took "ten mullets a foot and a half long apiece, and a ray as great as four men could haul into the ship." While lying at anchor Indians from the Jersey shore came on board and "seemed greatly delighted to see their new visitors." "They were dressed in deer skins well cured, and had copper ornaments and pipes. They had an abundance of food, their land yielding a fine harvest of maize, or Indian corn, from which they

made very good bread." "But they brought with them green tobacco which they wished to exchange for beads, knives and trinkets."

During the night a gale sprang up and the ship was driven ashore but fortunately without injury, being floated off at high tide the next morning. Hudson then sent a boat to sound the bay and soon the shores were lined with natives, men, women and children being drawn thither by curiosity. The men immediately landed and were treated with great kindness. Some of these Indians were more richly dressed than any they had seen, "wearing mantles made of fine fur or feathers and ornaments of copper around their necks."

Hudson now sent out five men who passed through the Narrows making soundings as they went, and discovered the hills between Staten Island and Bergen Neck, "which were covered with grass, trees and flowers, the fragrance of which was delightful." On their return to the ship at dusk they were attacked by two canoes full of Indians. It was raining hard and they could only trust to their oars to make their escape. Unfortunately one of the men, John Coleman, who had been with Hudson on his first hard voyages, was killed by an arrow, and two others were slightly wounded. It was now very dark and they lost their way, wandering to and fro all night, but the next morning they returned to the ship bringing the body of Coleman. Hudson ordered it to be taken ashore and buried at Sandy Hook, and in memory of the poor fellow who had met so sad a fate he called the place, Coleman's Point.

Hudson now prepared for an attack but nothing further came of it, the Indians indeed seeming to be entirely ignorant of any trouble, and after a week spent in exploration south of the Narrows, he passed through them into the Bay of New York, and "finding it an excellent harbor for all winds," cast anchor.

We left the brave Explorer resting quietly upon the waters of New York Bay unconscious that he would win undying fame on the morrow by the discovery of the most beautiful river of the New World. His ship was lying off the entrance to that river and he was filled with wonder and delight as he watched its majestic waters rolling down to the sea. He thought too of the probability that this great body of water coming from the far north, might prove the long sought passage, to the gems and spices of the East Indies.

About noon on the 12th of September, with a heart full of hope he weighed anchor and moved into the stream he named, "The Great River of the Mountains."

The wind was not fair, so after making only two leagues he anchored for the night. The next day the wind still being ahead, he managed by the help of the flood tide to ascend a little over three leagues farther, which brought him to Yonkers, and again he cast anchor. The day following, on September 14th, a fine breeze sprang up from the southeast and Hudson passed up through Tappan and Haverstraw bays. "The river" the journal says "being a mile wide"—and "in a region where the land was very high and mountainous." He was evidently in the vicinity of the Highlands and his anchorage was probably off West Point.

The ship continued on up the river until they "came at night in sight of other mountains which lie from the river side." This was doubtless Katskill Landing. Here they found "great stores of very fine fish, and very loving people who brought on board Indian corn and pumpkins."

The next day, September 16th, the wind being fair they sailed two leagues farther and anchored in the western channel directly opposite the site of Hudson City.

Let us pause for a moment to contemplate the scene that then for the first time met the gaze of civilized man.

The bold bluffs that guard the broad South Bay, then twice as broad as now and unmarred by the unsightly railway, were wooded from shore to summit with the "forest primeval," and the air was filled with music and fragrance from myriads of birds and flowers.

The purpling Katskills welcomed the first beams of day with answering glow, and held with lingering clasp his last departing ray.

The noble river ebbed and flowed, laughing and dimpling to the sun, or paling with tender constancy to the moon.

'While o'er it all with shining eyes
The silent stars looked down.'

That the doughty mariner was not insensible to beauty is evidenced by many entries in his journals, and we cannot suppose he viewed this scene of surpassing loveliness without a responsive thrill.—

The "Half Moon" lay off the shore one whole day, and Hudson describes at length a visit to the hospitable inhabitants, as follows: "I sailed to the shore in one of their canoes with an old man who was Chief of a tribe consisting of forty men and seventeen women. These I saw there in a house well constructed of oak bark, and circular in shape, so that it had the appearance of being built with an arched roof. It contained a great quantity of Indian corn and beans of the last year's growth, and there lay near the house for purpose of drying enough to load a ship."

"On our coming into the house two mats were spread out to sit upon, and some food was immediately served in well made red wooden bowls. Two men were also dispatched at once with bows and arrows in quest of game, who soon returned with a pair of pigeons which they had shot. They likewise killed a fat dog, and skinned it in great haste with shells which they had got out of the water.

"They supposed that I should remain with them for the night, but I returned after a short time on board the ship.

"The land is the finest for cultivation that I ever in my life set foot upon, and it also abounds in trees of every description."

"These are a very good people for when they saw that I would not remain with them, they supposed that I was afraid of their bows, and taking their arrows, they broke them in pieces and threw them in the fire."

Thus ends the record of the first entrance of the white man upon the site of the City of Hudson. It would have been interesting to look in upon that first function of one of our very "first families." Doubtless conversation was limited to the very smallest of small talk, but they had eloquent gestures, and that of breaking their arrows spoke louder than words.

The fact that this banquet was held on the site of the present City of Hudson, was substantiated by finding the unmistakable remains of an Indian village on this spot, when excavating for building purposes at the foot of Warren street.

The weather was warm and Hudson determined to take advantage of the cool hours of the morning, therefore at dawn on September 18th he weighed anchor and ran up six leagues farther, but "finding shoals and small islands in the middle of the river," he stopped, this time at the present village of Castleton. After running aground repeatedly notwithstanding continual soundings, he finally reached the site of Albany, and sending a boat with the mate and four men to explore the upper waters of the river, he awaited their return. It is said they went as far as Waterford. While here Hudson was visited by "an old savage, a governor of the country, who carried him to his house and made him good cheer." Great crowds of Indians came on board the ship, and were here

given their first taste of "fire water." Hudson is said to have grown suspicious of them and fearing treachery plied their chiefs with wine and brandy, thinking that in their inebriation the truth would be divulged, but he discovered nothing. It is fair to presume that Hudson was wrongly influenced to this action by the strong prejudices of his crew, but it is unfortunate that his fame should have incurred this stigma, for with this single exception, he was notably fair and kindly in his treatment of the Indians.

The report of the mate being unfavorable to a farther ascent of the river, Hudson on September 23rd, prepared for his return, his journal says, "greatly disappointed at not finding the hoped for passage to the East, but cheered by the reflection, that he had passed up a great river nearly one hundred and fifty miles, and discovered a beautiful and fertile region for the future enterprise of his employers."

Returning down the river he again anchored off this City, and was detained four days, as previously mentioned, by contrary winds. Hudson "had a visit from his old friend the Chief bringing another Chief with him, also his wife and three Indian women. He treated them all very kindly, giving them presents and inviting them to dine with him, which they did, 'the women being as modest as one could wish to see.'"

The origin of the American Indian is lost in the dim mysteries of the past, their traditions differing in many particulars and all equally untrustworthy. Those inhabiting this region, with whom the Discoverer exchanged such cordial hospitalities, were the Mohicans, the last of whose tribe, is endeared to later generations, by the genius of Fenimore Cooper.

They were originally a powerful tribe of mighty warriors, having their Council seat at Schodack, called in

their tongue, "Esquitak" "the fire-place of the nation" and were in possession of a wide domain. This was wrested from them by the Mohawks who joined with other fierce Iroquois nations, and drove them to the eastern side of the river. Here Hudson found them much weakened in numbers but still at enmity with these powerful foes. Obtaining an alliance with the Wappingers, the Minsis and other river tribes the war continued, until the final struggle took place in 1628, tradition has it on what is now known as Rogers Island, situated between Hudson and Catskill. After a day of desperate fighting, and when the Mohicans were almost victorious, they were decoyed into a trap by the feigned retreat of the Mohawks, and most of them were killed or captured. The overthrow of the Mohicans was complete.

In the year 1736, the pathetic remnant of the once powerful braves drifted into the mission founded by the Rev. John S. Sergeant at Stockbridge, Mass. Later on a few of them were found fighting with the patriots in the American Revolution. Their old enemies the Mohawks were on the opposite side.

On September 27th, Hudson continued his journey, anchoring off what is now Red Hook and also at the site of Newburgh, of which he writes, "this is a very pleasant place to build a town on."

He at length arrived at Manhattan Island. Here he was attacked by unfriendly Indians and it was not until nine of their number had been killed that he was suffered to proceed.

Hudson's next anchorage was at the present location of Hoboken, where he was detained by a storm, but the morning of October 4th, dawned clear, with a fair wind, and the "Half Moon" with all sails set passed out to sea, carrying away her brave Commander, who was destined

never again to behold the stately river that bears his name.

Hudson's Soliloquy.

"Fifty leagues we drew a furrow on that waterway unknown,
Past the bowered outer islands under cliffs of living stone,
Skirting sunlit fields that billowed to the shores of inland seas,
Under shadowed rocky ranges with their crests of noble trees,
Till the channel shoaled and narrowed in a reach of high-land plain
And the brackish water sweetened and we knew our quest was vain.
'Twas the River of the Mountains, where the silver salmon play,
And o'er yet untraversed waters lies the passage to Cathay.

"So; aboard again my trusties! for the spirit will not rest;
We must find the golden passage, be it East or be it West.
With a seaman's craft and courage, with a single heart and soul,
We shall search that ocean fairway from the Tropics to the Pole.
Yet, when softly lap the surges, in my cabin I may dream
Of the mighty mountain river, of that broadly-rolling stream,
Where I heard the hum of nations in the whisper of the shrouds,

While, as breath of future cities, rose the white September clouds.
What is all the dazzling treasure that the jeweled East may give
To our new-discovered countries where the sons of men shall live!
But the off-shore breezes freshen and the tide-rush will not stay;
So unmoor and set the tiller for the sea-road to Cathay!"

After an absence of a little more than seven months from Amsterdam, Henry Hudson arrived safely on the 7th of November at Dartmouth, England, his English sailors having mutinied and compelled him to land at an English port.

It is said by the Dutch historians that England was jealous of their maritime enterprises, and would not permit Hudson to return to their shores. However that may be, it is certain that Hudson never saw Holland again.

The news of Hudson's successful voyage and the story of his discoveries created the wildest excitement in England, not only greatly enhancing his fame, but also arousing once more the flagging zeal of the London Company, and they at once recalled him to their service. Accordingly the ship *Discovery*, of 55 tons, was manned with a crew of 23 men, including John Hudson and Robert Juet, who was again made first mate, Hudson seeming not yet to understand his treacherous character.

On the 17th of April, 1610, Hudson sailed away on his fourth voyage, still in quest of the same elusive "Northwestern passage to the East," and by the 11th of May reached Iceland. Coasting along the Southern shore they witnessed an eruption of Mount Hecla. "The in-

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habitants of the island were wretchedly poor and miserable, but they received them very kindly."

While here, struggling with head winds and icebergs, Hudson became aware of dissatisfaction among his crew, "and would have put back forty leagues to send Robert Just home on a fishing boat, but being otherwise persuaded he kept on to Greenland," where the ice closed in upon them and they had much difficulty in extricating the ships. Being at length successful they continued their course northwest for the American continent.

After innumerable encounters with "floating ice mountains," one of which toppled over as they passed, narrowly missing the ship, Hudson at length reached Davis' straits, crossing which, he entered a bay near the great straits that are called by his name. Here a terrific storm overtook him and the ice again closed in about them. The journal says "some of the men fell sick, I would not say it was of fear although I saw small sign of other grief." Even Hudson's heart failed him, as he gazed upon the desolate scene and could find no way of escape. "But his crew saw no sign of fear in him, for he carried a cheerful countenance while they were dismayed and broken spirited."

Hudson now brought out his chart and showed them that they had gone one hundred leagues farther than any other Englishmen had been before, and gave them their choice, whether they would proceed or turn back.

"But they could come to no decision, the majority not caring where they went provided they were clear of the ice." Hudson reasoned with them and tried to allay their fears, arouse their hopes, and inspire them with courage, until at length "they all set resolutely to work to bring the ship from the ice and free themselves."

"No scene" the historian says "in the life of Henry Hudson showed greater firmness and presence of mind than this; with his ship hemmed in by the ice and a des-

perate crew on board, he rises bravely to the occasion, and calms and bends them to his will."

Having now entered Hudson Straits he spent the whole month of July in passing through them, giving quaint Puritanic names to the Capes and Islands, such as "Desire Provoked," "Isles of God's Mercies," "Hold with Hope," and to the mainland, "Magna Britannia."

With renewed zeal, now that he saw as he supposed the long sought passage to the East lying clear before him, Hudson "sent a number of his men on shore to climb the hills and see the great ocean beyond." "The ground was covered with grass and they saw herds of deer feeding, and numerous fowls flying over their heads." A violent thunder storm drove them back to the ship, but they reported the supplies of game they found, and tried to persuade Hudson to remain if only for a day or two until they could provision the ship, "but he would listen to no such request, being desirous of pressing on."

It was now the 10th of September and the whole of that and the following month were passed in exploration of the great inland sea that is so well known to us as "Hudson Bay." They sailed to the southern extremity, as the sea was more open in that direction, meeting fierce tempests and serious mishaps, but all these were trivial to Hudson compared with his disappointment when he found he could proceed no farther. He retraced his course but being convinced that the end of navigation was at hand, it being now the 10th of November, he ran the ship into a small bay where they were soon completely shut in for the winter.

They were now confronted, not only with the rigors of the extreme northern climate, but also with a scant supply of provisions, the ship having been victualled for only six months, and Hudson proceeded with a sad heart to put the men on an allowance; he also offered a reward for every "Beast, Fish and Fowl" they should kill.

After being here about a fortnight one of the crew, a gunner named John Williams, died.

The cold increasing in severity, Hudson ordered the carpenter one Philip Staafe to go ashore and build a house for the crew, this he refused to do saying "that he could not work at it in such frost and snow, and moreover it was no work of his, he being a *ship* carpenter and not a *house* carpenter." However after having time for reflection he not only built the house, which proved of little advantage, but he was ever after one of the commander's warmest friends. Ever since losing the opportunity of obtaining provisions when they were so plentiful, murmurings and complaints had been rife among the crew and now a portion of them led by the first mate became so insolent that Hudson was compelled to act.

A court of inquiry was called to try Robert Juet, and he was proven guilty of having incited the crew to mutiny ever since leaving Iceland. The boatswain having been found to be equally guilty both were removed, and Robert Bylot and William Wilson were appointed in their place.

The winter closed in drearily enough, though in the matter of provisions they fared better during the first three months than they feared, having an abundance of white partridges, but when they left they could only occasionally find wild geese and ducks, which soon after disappeared entirely, and starvation stared them in the face.

"They wandered over the hills and valleys hunting for food, devouring even the moss off the ground and buds or bark off the trees."

"About the time the ice began to break up they were visited by a savage, the only one they saw during the winter and were greatly cheered by his coming." Hudson treated him with great kindness making him many presents, and when he left he made signs that he would

come again, which he did bringing his sled loaded with deer and beaver-skins, but no food. He made signs of many people both to the North and South, and promised after so many sleeps he would come again, but he came no more, and all hope of obtaining provisions through him were at an end.

"Fortunately when the ice was breaking up they caught five hundred fish in a net," and thought their sorrows were at an end so far as food was concerned, but they were doomed to disappointment, for "on no day thereafter did they take one-quarter of that number."

Many of the crew were disabled from frozen feet, and all were enfeebled by hardships and exposure, but their sufferings only increased their irritability, until "they sought occasions of quarrel with their commander on the most flimsy pretexts. In this pitiable condition they were detained in their cold winter quarters until the middle of June. The ice having now broken up Hudson prepared to sail, but before hoisting the anchor, he "with an aching heart divided the small remnant of provisions among them, a pound of bread and three and a half pounds of cheese to each man." "And knowing the uncertainty of what might befall them, he gave to each a bill of return, which might be showed at home, if it please God that they came home and he wept when he gave it to them"

They were detained at their anchorage about a week and signs of open mutiny grew apace. Their plan was to place Hudson and all the sick men in a shallup and set them adrift. Habbakuk Prickett and others, (among whom was the carpenter), who were friendly to Hudson, used every argument they could devise to induce them to desist, but it was all in vain." Prickett then pleaded for a delay of three days, two days, twelve hours even, but with no effect except to exasperate the men, "who became very violent and ordered him to

his berth and would have thrown him in with Hudson save that although lame he was needed to sail the ship."

They also desired the carpenter to remain but he declared "he would not desert his commander or stay with such villians." The Rev. Samuel Purchas says of him, "Philip Staafe, an Ipswich man, their best purveyor on shore with his piece, and both a skillful carpenter and a lusty mariner on board, when he could by no persuasions, seasoned with tears, divert them from their devilish designs, notwithstanding they entreated him to stay with them, yet chose rather to commit himself to God's mercy in the forlorn shallup than with such villians to accept of likelier hopes."

Their plan was now arranged to be executed at day-break on the morrow, and when Hudson came up from his cabin, some of the mutineers ran and closed down the hatchways while two others seized him, and a third bound his arms behind him. "He asked them what they meant" and was told "he should know when he was in the shallup." Severe encounters took place between the doomed men and their captors "but the boat was now quickly drawn alongside and the sick and the lame, to the number of six men, were brought up from their berths and put into it."

Hudson called Prickett to come to the hatchway to speak with him, and Prickett crawled up on deck, and on his bended knees "besought them for the love of God to remember themselves and do as they would be done unto."

Their only reply was to order him back to his berth "where Hudson continued to talk with him at the horn that gave light into his cabin."

Henry Hudson thus bound and helpless was thrown into the shallup and his son John Hudson was thrown in beside him. The anchor was now weighed, the sails hoisted, and they stood eastward dragging the shallup at

the stern. When they had nearly cleared the ice the rope was cut, and the boat was set adrift. They then commenced ransacking the ship, chests were broken open and every place was pillaged. While they were busy at this work, some one cried out that the shallup was in sight, and Prickett entreated them to take their poor comrades on board again, or at least to take them in tow to the entrance to the bay, where Hudson and his companions might perhaps have been enabled to reach Europe. But in truth, this was just what the mutineers did not want, and so they hoisted sail and stood away "as from an enemy."

It would have been merciful to kill them at once, but their cruelty preferred leaving them to a lingering horrible death, in which Hudson's young son was to share, though his tender years might have pleaded in his behalf.

The mutineers now kept on their way but like the proverbial way of the transgressor, it was a hard one. For a month they were tossed about by severe tempests, "a fortnight they were embayed in ice, that stretched for miles around; provisions too began to fail though they managed to catch a few fish and shoot a few fowl."

But while they feared the perils that surrounded them, they were far more afraid of returning to England. Green, their new Captain, "swore that the ship should keep the sea until he had the King's hand and seal to his pardon." At length they reached the Capes, and the boat was at once sent ashore to obtain supplies.

They were met by seven canoes filled with Indians who seemed overjoyed at seeing them. The next day they landed again, all except Prickett, who being lame was left to guard the boat. The savages now attacked them and they had great difficulty in making their escape. Green died instantly from his wounds and his body was thrown

into the sea. Three others soon followed, all suffering terribly before the end came.

Habbakuk Prickett had been twice wounded by the arrows of the savages, but fortunately not mortally, as we are indebted to him for the preservation of Hudson's journal, which he continued until the close of this disastrous voyage.

They now determined to shape their course for New Foundland but being too much exhausted to sail the ship, they were the sport of every wind that blew, and took the direction of Ireland.

Their diet now consisted of the few remaining candles, and a little vinegar, and being unable to stand they laid about the deck in stolid misery. Robert Juet now died in great agony of starvation and the others lost all hope of ever reaching the coast of Ireland.

With the death of Juet, the last of the mutineers and the leader of them all, perished.

"At last it pleased God to bring them in sight of land, and they strived to reach it, but this they could not do; but now by God's mercy a still more joyful cry was heard 'a sail! a sail!'"

A fishing bark had marked their distress and kindly supplying their wants took them safely into a harbor in Ireland.

From thence they were enabled to reach Plymouth and ere long were in London.

Great was the astonishment of the London Company when these men appeared before them. They had not been heard from in nearly eighteen months, and all hope of ever seeing them again had been given up.

Great too was their sorrow and the sorrow of all England, when their sufferings and the sad fate of their gallant commander became known.

"Hudson had ever reflected honor upon his country and his countrymen loved him and grieved for him."

The London Company at once decided to send out two ships, the "Discovery" in which Hudson had sailed, and the "Resolution,"—to search for Hudson and relieve him if possible, if not to endeavor to ascertain his fate.

Habbakuk Prickett was taken with them as a guide, and hopes were entertained that they might also discover the north-west passage.

The ships returned the following year having failed in both objects. No tidings of Hudson were ever received and there is no clue to the manner of his death. Whether the little shallup reached Cape Digges, (which seems highly improbable), and they were murdered by the savages; whether they died of starvation, or were swallowed up by the waves, will never be known.

It is probable that Hudson's Bay became at once his grave and his enduring monument.

The name of Henry Hudson is graven not on perishable marble of man's device, and not alone on the escutcheons of numerous cities, but on a great bay, a noble strait, and a magnificent river, that shall outlast them all.

It was on June 23rd, 1611, that Hudson and his son were set adrift to die; in April of the year 1614, his widow applied to the London Company for employment for a younger son, "as she had been left very poor."

The Company considered that the boy had a just claim on them, as his father had perished in the service of the Commonwealth. They accordingly placed the lad for nautical instruction in the Samaritan, and gave him five pounds for his outfit.

The north-west passage remained unachieved until its discovery became of little material moment. By a curious

coincidence Captain Roald Amundson sailed through it in his diminutive sloop Gjoa less than three years before the three hundredth anniversary of Hudson's first voyage in its search. All honor to the brave Norwegian who succeeded, where Franklin and Hudson failed, and perished in the attempt.

Three centuries have rolled away since Henry Hudson's career closed in tragic mystery.

Imagine his amazement and delight could he re-visit this mundane sphere during the celebration of his discoveries, and view the magnificent pageant to be given in his honor.

How marvelous to him the huge war ships, embodying the inventive genius of all the ages in construction and armament, contrasted with his own little 'Half Moon!' How wonderful the stately steamboat, that grand fruition of Robert Fulton's ingenius planting in the tiny Clermont! How astounding the 20th Century railway train speeding by on the bank of his "Great River of the Mountains,"—and to crown all a fleet of air-ships sailing in the blue empyrean! His astonishment would indeed reach its height at beholding all these miracles, but when he heard his name on every tongue from lisping infancy to quavering age, his heart would glow with gladness, and in the loving praise of a grateful people he would feel repaid for all his sufferings.

HISTORY OF HUDSON.

CHAPTER I.

The Dutch Occupation.

1662—1783.

When, late in the year 1609, the stanch little "Half Moon" came sailing into the harbor of Amsterdam, consigned to her owners, The Dutch East India Company, the event created no little excitement even in that phlegmatic community.

Henry Hudson, her intrepid commander being detained in England was unable to accompany the ship, and never re-visited Holland; but, faithful in the performance of his duty to his employers, he sent them his journal, and chart of his discoveries, pointing them with pride to "The Great River of the Mountains" as he called the Hudson. This river the Dutch speedily re-named the "River Mauritius" in honor of their young Stadt-holder, Prince Maurice of Nassau.

They also called it the North River, to distinguish it from the Delaware, or South River.

The East India Company proceeded in the following year to reap the fruits of Hudson's arduous enterprise; and thereafter continued a brisk and profitable traffic with the Indians, but made no attempt to colonize. It was not until the year 1623, that "The West India Company" was formed with special reference to this essential duty,

and brought over sixty families in their first ship, who settled on the banks of the Hudson river, and on Manhattan and Long Island. It is related that there were four young couples who were married on the voyage, and who set up their simple homes in New Jersey.

The West India Company proceeded to take possession for the Netherlands, by right of discovery, of a territory about the size of four of our Middle States. At Bowling Green, where now stands the new Custom House in New York City, they threw up a fortification, planted the Dutch flag, with its seven stripes of red, white and blue, one for each province, and named the place New Amsterdam. This transaction was completed soon after by Director General Peter Minuet, in the purchase of Manhattan Island from the Indians, for the sum of sixty guilders or 24 dollars in our money. Other ships followed, bringing more Colonists but they came slowly. They were not fleeing from persecution, for Holland was at this time the open asylum for the oppressed of all nations, and they were a happy and contented people. Those who came were doubtless attracted by the palpable evidences of wealth, displayed by the rich cargoes of returning ships, an idea of which may be obtained from the manifest of the "Arms of Amsterdam, in 1624." "7246 beaver-skins, 843 otter and 151 minks and lynxes, and other pelts, besides much timber of oak and walnut wood." Then too they felt a natural curiosity to see the new strange land, of which they had heard so much.

Whatever may have been the special attraction to these shores, of our first Dutch settler, we may surely commend his taste in the selection of this locality for his home, which is certainly "beautiful for situation," "A City set on a hill."

On the 15th of June in the year 1662, Jan Franz Van Hoesan, a native of Holland, purchased a tract of land from the Mohicans, the Indian tribe who entertained the

bold Explorer Henry Hudson so hospitably on this shore a half century before.

This tract included the ground on which the City of Hudson is built and a portion of Greenport. It extended along the river from Stockport Creek on the North, to the mouth of Kishna's Kill, or creek on the South, which empties into the South Bay near Mount Merino, and on the East to Claverack Creek.

Here it met the boundary of the Van Rensselaer patent and priority of title was contested by the agent of the Patroon, but after a long litigation the courts decided in favor of Van Hoesan.

These lands were confirmed to him by patent from Governor Nicoll, at Albany on May 14th, 1667.

Jan Franz Van Hoesan, the patentee died about the year 1703 and under the law of primogeniture the property passed to his eldest son Jurrieu, but on January 7, 1704 he generously "conveyed to his brothers and sister, Jacob Jan, Johannes, and Katherine, wife of Francis Hardick, his lands lying on and near the river." Francis Hardick when a boy had run away from Liverpool and shipped on a trading vessel to Manhattan, from thence he made his way to the "Landing," obtained employment of Mynheer Van Hoesan and afterward married his daughter.

In the division of Jurrien's inheritance, Jacob Jan received lands to the Northward while those of his brother Johannes lay upon the river and South Bay, extending on the North to the road which formed the boundary of the tract allotted to the Hardicks.

This road or "wagon way" led from the ferry along the line of what later became Ferry and Partition streets, and continued up to the present Public Square, crossing which it led out to the interior.

The lands of Johannes Van Hoesan and the Hardicks comprised a large part of the site of Hudson City, which

has had a continuous existence of nearly two hundred and fifty years! The Van Hoesan house, on the site of that occupied by Jan Franz Van Hoesan, is still standing, near the entrance to the covered bridge North of the city, bearing the date 1729.

The first sale recorded was a "store and wharf-lot, and mill site" purchased by Jeremiah Hogeboom, which included what is now known as Underhills Pond. A grist mill was built here which was owned by Peter Hogeboom, Jr., in 1783, and is still in evidence. Johannes Van Hoesan died on October 28, 1724, leaving his lands to his sons, Jacob and Gerrit, from whom they descended to Hendrick, Gerrit and Katherine Van Hoesan, who became the wife of Colonel John Van Alen. He was one of the most prominent as well as most attractive personalities of the place. He is described as "a man of noble feelings and well cultivated mind. In stature he was tall and well formed, and true to the Dutch taste and fashion of the day, wore a bright red coat." His residence was one of the larger of the fine brick dwellings of the early Settlement, with wide hospitable "stoep," and high pointed Dutch gables; and his business, which was a flourishing one, was conducted in a large warehouse with a "sloop-landing" or wharf, which he owned.

It would be interesting to inquire where Colonel Van Alen won his military title. Griffis says "that many Officers who gained distinction in Holland's victorious eighty years' struggle with Spain, were among our colonists," and mentions Captain John Smith, Captain Myles Standish, and Governor Petrus Stuyvesant, with many others. To these we may safely add the name of Colonel John Van Alen.

Other prominent residents were Justus and Peter Van Hoesan, descendants of Jurrien Van Hoesan. Justus Van Hoesan and his wife died at the same time, being accidentally poisoned by taking arsenic, this event creat-

ing great excitement in the little Settlement. They were buried in a private burial-ground on land owned by Justus Van Hoesan, near the lower District School. This cemetery and one on the north side were used by the inhabitants until after the opening of the new ground at the present location, when they were discontinued, and the bodies subsequently removed.

There was a canoe-ferry kept by Conrad Flock, starting from the site of the present ferry and running to Loonenburg, (so-called from the Van Loan family,) now known as Athens.

This was also a Dutch settlement of an early date, mention being made of a tannery in operation there in 1750.

A single canoe was used for passengers, and two were lashed together in order to carry teams; the wagons being fastened upon timbers laid across the canoes, while the horses were tied at the sides and compelled to swim. This soon gave place to a boat, twenty feet long, very narrow, and sharp at both ends, on which the horses were put, and wagons in the centre.

It is recorded that some of these early settlers were farmers, but they were principally engaged in fishing, there being an abundance of fine fish in the river, for which they found a ready market in New York.

Those who preferred farming must have been well satisfied with the luxuriant fields of indigenous white clover, they found ready for cultivation, and which gave the name to the settlement. "Klauver" being the Dutch word for clover, and "rachen" meaning reach, or field.

But the one employment that engrossed them all, was trading with the Indians. Even farmers, and the farm laborers whom they had brought over to assist them, found it far more profitable and less fatiguing than tilling the soil.

It was not until after the fierce Indian wars checked

this traffic that the farmer turned his attention solely to the land, and found it to be wonderfully fertile and productive.

Van der Donck, the veracious Dutch historian, whose memory is preserved as the "Yonkeer" or, "Young Master," after whom Yonkers was named, tells marvelous tales of these fields of wheat. Certain it is, that boats were loading continuously at the "Landing" with their grain and produce for many years after.

Flax and hemp grew spontaneously, and De Vries describes these lands as being "very delightful and pleasant to look upon when they were all green with the wheat coming up, and the woods interlaced and festooned with grape vines, the fruit of which was as good and as sweet as in Holland." "Nut trees, wild plums and berries of all kinds grew in greatest profusion, deer were plentiful, the forest was filled with game and the river with fish." Surely the Dutch immigrant had "a goodly heritage." Then too they came in whole families, and not unfrequently a neighborhood of close friends came together, which must have added much to their contentment.

They were well to do people, some of them wealthy, and they brought with them their house furnishings and in many cases their domestics, as the passenger lists of the vessels prove.

Their dwellings and storehouses with wharves on the river front, were duplicates of those they had left. They were built of small bricks burned with Dutch peat, brought out to them in ships, and each had its huge brick oven, savoring of culinary achievements unknown to the new world. The little colony gained some accessions from Rensselaerwick the settlement that Killian Van Rensselaer, the pearl merchant of Amsterdam, was endeavoring to found near Fort Orange, now Albany.

The States General of Holland offered a grant of land

with the title of Patroon, which carried with it some feudal privileges, to any one who would settle fifty families in the New Netherlands. With the assistance of the Rev. Johannes Van Mechlin, better known as Domine Megapolensis, who in the year 1642 brought over forty families, Van Rensselaer obtained this grant, and acquired still larger tracts by purchase from the Indians.

Fort Orange on the site of Albany, was built by the Dutch government in 1614, as a protection for future colonists against Indian depredations, and Sebastian Croll (pronounced Crull) was placed in command. He is the traditional inventor of the cruller, "of which the doughnut is the coarser expression."

Lest this should be deemed too frivolous for so eminent a personage, it must be mentioned that he was also an elder in the "Church in the Fort," which was founded by the Rev. Jonas Michaelius in the year 1628, and which on the first Sabbath had a membership of fifty persons. "Some having brought their letters with them from Holland, and others united on confession of their faith."

A school was soon opened in connection with this church, which is still known in New York City, as the Collegiate School of the Reformed Church.

Before the year 1662 eleven churches with schools attached, besides out stations, had been established, and thirteen ministers provided.

Doubtless there were other schools in addition to these. Washington Irving has preserved a Dutch Schoolmaster in the amber of his drollery, but like his other Knickerbockers, the caricature is so greatly exaggerated as to destroy the resemblance to the original.

Claverack was one of the out stations under the care of the church at Albany until the present Reformed church was organized in 1726, since which time it has had a settled ministry of more than the average ability.

The present sightly edifice was erected in the year 1767, and is a most attractive and commodious house of worship.

In 1704, a Lutheran congregation was organized in Loonenburgh, and, some of the inhabitants of the "Landing" attended church there, and were among the officers of that body, being rowed across in small boats.

CHAPTER II.

Slavery—Post Riders—Revolutionary War.

The first census was taken in 1714, and showed the population of the settlement to be two hundred and nineteen, sixteen of whom were slaves.

This mention of slaves recalls the fact that this institution that we are accustomed to consider purely sectional, existed in all the original thirteen states. It was not until 1817 that the Legislature of the State of New York enacted a law providing for its termination ten years later. This was carried into effect and in 1827 the blot was removed from our escutcheon.

We cannot be too thankful that the climate and economic conditions at the North, were not favorable to its retention. In 1626, seven years after the introduction of slavery into Virginia, the Dutch East India Company brought a small cargo of slaves to the Island of Manhattan. The Dutch did not take kindly to slavery, and we are not surprised to find Domine Megapolensis presenting to the Governor a very strong petition for their manumission.

This was granted, but a storm of indignation arose when it was learned later, that the company were selling the children of these slaves to the highest bidder. It was stopped at once, and the Company were finally compelled to hire most of those they brought over to the settlers, consequently but few were imported.

During this period the relations between master and slave were almost patriarchal. They were given little plots of ground to cultivate and were treated most indul-

gently, but under the English rule their lot was one of suffering and hardship. Their number was also greatly increased when the Duke of York and Albany, afterward King James the Second (after whom New York and Albany were named), was made President of the South African Company, and directly interested in the profits.

The Governors of all the colonies were continually urged to greater diligence in the disposal of these large cargoes of negroes.

There were but few slaves left in this city or county when the first Emancipation Day dawned, on July fourth, 1827, and the action of "Prince" Martin is typical of the others. When Judge Martin told him he was free to go or stay as he pleased, Prince scratched his woolly pate, already frosted with age, and replied, "Well, Massa, you've had the meat and you may as well have the bones." A most wise decision! Prince lived many years in the old home, most tenderly cared for, and annually led the joyous procession on "Emancipation Day," resplendent in the discarded raiment of his master.

The only allusion to wild animals in the early records of the county is in the year 1775. "A bounty being offered to every free Indian, free negro or slave, who shall kill panthers or wolves in Albany or the adjoining counties, on proof of the same to the justices or Supervisors of the said county."

At a very early date it was found necessary to establish regular communication between the Island of Manhattan and Fort Orange, and various means were tried.

There were many sloops plying upon the river connecting the settlements with each other, and carrying both passengers and freight, but they were dependent upon the wind and subject to serious delays.

Small boats with swift Indian rowers were tried, but were found unavailable because of storms, and the ice-bound condition of the river during the winter months.

Finally, in 1684 post-riders carrying letters and dispatches were decided upon, and a post-road was opened with inns for the rest and refreshment of the weary rider, and to provide relays of fresh horses. This method proved feasible and the current expression "post-haste" would indicate that it was at least moderately rapid.

The vocation of a mail-carrier in those early days was fraught with danger and difficulty. Picking his way over a mere bridle path, exposed to autumn's gales and winter's cold and snow, and in constant peril from lurking Indian foes, gladly must he have welcomed his havens of warmth and good cheer.

The Post-road of which an occasional mile stone is still in evidence, traversed the county from north to south, intersecting the "wagon way" from the Landing, now the Columbia Turnpike, near the residence of Mrs. George W. DuBois, which was the Post Station for Claverack, others being located on either side, at Kinderbrook and Livingston. The mother of Mrs. DuBois, Mrs. Elbert S. Porter, remembered distinctly having stopped over night at this Claverack "stage-house," as it was called, when as a little girl she traveled with her father by stage-coach from Kinderhook to New York.

These mail-coaches of a later day necessitated the improvement of the road and the enlargement of the inns or taverns, for the accommodation of the general public, and a steady stream of vehicles of all kinds, and of wagons loaded with farm products, passed over it continually. A little hamlet of Hollanders had gathered around the Post Station at an earlier date, and about the year 1786 a Post Office was opened there.

Columbia county was formed from Albany county on the 4th of April, 1786, by an act of the Legislature, which provided "that it should be called Columbia, and that a Court House and gaol should be erected in Claverack District."

Accordingly the dwelling now appropriately known as "Old Court," formerly, and for many years the residence of Peter Hoffman, was built for the purposes of the courts. The cost including the goal was 3,600 pounds.

The county goal situated in the rear, was a somewhat small building of heavy squared timber, strongly clamped with iron.

Claverack remained the county seat until the year 1805, when it was changed to Hudson.

Some of the foremost men of the day displayed their budding talents in that old Court House at Claverack, during the eighteen years of its occupancy by the courts; among them being Ambrose Spencer, Martin Van Buren, Elisha Williams and Alexander Hamilton.

After a century of peaceful prosperity, our little settlement began to hear the low mutterings of a growing discontent, that culminated in the momentous action of the Continental Congress, suspending commercial relations with the mother country, whose senseless aggressions had become insupportable.

Universally acclaimed the most successful of all the colonizing nations of Europe, England failed ignobly when she tried her "prentice hand" on the American colonies. Being brought to the alternative of concession or war, she quickly chose the latter, and the provincials were proclaimed rebels. In the same year, 1774, the patriots of Albany county began to raise a Regiment, with its full complement of from 60 to 100 men to each Company, and the "First Claverack Battalion" was soon drilling on the clover-reaches near the village of that name.

Mynheer no longer smoked his long pipe, surrounded by "*Yeffvrouw*" and "*Kinder*," but hied himself to the Post Station, and the newer tavern opposite, to hear and discuss the exciting news, while train bands with

fife and drum, marched and counter-marched on the green between.

The sturdy Dutch patriots of "The Landing" responded nobly to the call to arms, furnishing a Lieut. Colonel Johannes Van Hoesan, a Company raised by Captain Hendrick Van Hoesan, and officered by his brothers and cousin, Ensign Francis Hardick, Jr. Also two non-commissioned officers for Captain Richard Esselstyns Claverack Company, besides a large number of Van Hoesans in the ranks; and of Hardicks, Hogebooms, and Huycks, not a few.

Jans and Jacob Jans, Jurriens and Johanneses, Hendricks and Gerrits, names so familiar in the early chronicles were all there. It is a fact of pathetic significance that not one of these names enrolled, was in evidence in the sales of Dutch property to the Proprietors, ten years later.

A company largely recruited in the town of Livingston by Captain John McKinstry and Lieut. Thomas McKinstry of the "Landing," took part in the battle of "The Cedars" on the St. Lawrence River, May 19, 1776, when Captain McKinstry was captured by England's Indian allies.

Preparations were made to torture and kill him but a Free Mason's sign to Brant, who was a member of the Order saved his life. McKinstry and Brant remained fast friends during the remainder of their lives, and Brant was a frequent visitor at the McKinstry mansion, in after years.

The Americans made a strong effort to keep the Indians neutral during the Revolution, and secured a solemn promise from the Six Nations to that effect, but the English were determined from the first to avail themselves of their aid, and finally by appealing to their avarice, giving them the most lavish presents of gold pieces, suits of red clothes, etc., they succeeded in obtaining the support of a large proportion of the tribes.

It is also affirmed that the Indians were offered a bounty for every scalp brought in, thus adding the crowning horror to the war. Joseph Brant, "Thayendanegea," the great chief of the Mohawks, was lukewarm and indifferent until he was sent to England, and there feasted and honored as his predecessors had been, and like them he returned pledged to do his royal master's bidding.

The Mohicans, leaving the Stockbridge Mission rallied their scattered warriors, and with the Wappingers, renewed their vows of fealty to the patriots, with a devotion that has been compared to that of Ruth, and was expressed in almost the same words.

The occasion for their services came in the following year at the battle of Bunker's Hill, on June 17, 1775. The privations the patriots endured they shared without a murmur, and fought with unwearied bravery to the end. When the tattered banners were folded away they returned to their white brothers, united by a holier tie, but no truer friendship than that with which they had met and welcomed them, to the shores of Hudson's river, in 1609.

Washington bore testimony to their worth when he commended to Congress as the wards of the nation "the last of the Mohicans."

In view of the patriotic zeal of our Dutch settlers during the revolutionary war, the ease with which they surrendered the colony to the English a century before would seem inexplicable, did we not take into account the peculiar relations existing between the two countries at that time. If the digression is pardonable it is interesting to revert to them in this connection.

During Holland's life-and-death struggle with Spain, Queen Elizabeth, prodded by her Protestant Premier, backed by Protestant England, after heart-rending vacillations, at last yielded and granted them a subsidy and a few troops.

Reprisals came quickly in the form of the Invincible Armada, which it will be recalled, after suffering defeat at the hands of Howard and Drake, was dispersed by a terrible storm.

A similar fate befell the Assyrian General, Sennacherib, in Old Testament times.

"Like the leaves of the forest when summer is green,
That host and its banners at sunset were seen.
Like the leaves of the forest when autumn has blown,
That host on the morrow lay withered and strown."

By her own heroic endurance and bravery, with the assistance sent by England, Holland was victorious, and peace was declared, but it was not an assured peace, and in 1668 war broke out afresh, in which England, Germany, and Holland were allied against France and Spain. This war was terminated by the Treaty of Utrecht in 1716, by which Spain yielded Gibraltar to England, and France resigned her pretensions to Hudson's Bay, Nova Scotia and Newfoundland.

Holland had learned how to starve in beleaguered Leyden, and could have repeated the experience in New Amsterdam if necessary.

When, therefore, we read that "England sailed to Manhattan with a small armament, and met with but slight resistance," we may be sure that such a reception savored strongly of previous diplomatic "*pour parlers*."

In the words of a writer very early in the last century—

"There must have been a strong fund of good sense, and native talent in our early Dutch settlers, to which were added a sound judgment, and liberality of feeling, associated with high principles of honor and patriotism."

England had never for a moment felt contented to leave Holland in possession of the discoveries of her own English subject, and had only awaited her opportunity to prove it, by force of arms if necessary.

CHAPTER III.

The Rule of the Proprietors—1783-1810.

When the American colonies, obedient to the brave edict of the Continental Congress in 1774, suspended commercial intercourse with the mother country, she retaliated by preying upon our commerce with all her boundless resources.

None of our industries suffered more keenly from the depredations of the British, than the whale fisheries, our New England whalers being driven from the sea. Nantucket was at that time the largest whaling station in the world, but she was compelled to witness its rapid decline.

However, there was still left a ship to carry the new flag of the victorious Republic, and the first one seen in an English port, was flying from the mast-head of a Nantucket whaling ship.

In the spring of 1783, a considerable number of the inhabitants of that part of the country, with the hope of bettering their fortunes, determined to make a settlement somewhere on the Hudson River.

To this end two brothers, natives of Nantucket, named Seth and Thomas Jenkins, left Providence, Rhode Island, where Thomas was engaged in mercantile business, for the purpose of selecting a suitable site, taking with them the sum of 100,000 dollars. On arriving in New York they called on Col. Henry Rutgers, an old friend of Seth Jenkins, who offered to sell them his farm on the East river. They considered his offer, but differed 200 dollars in the price. This, Seth Jenkins offered to divide, but Col. Rutgers declining to yield, the negotiation was ended.

The brothers then continued their journey, tarrying at Poughkeepsie with a view to purchasing, but being desirous of making a full examination of the Hudson river, proceeded on, and finally decided upon Claverack Landing as meeting their requirements. At this point they found the river navigable for vessels of any depth, and the natural beauty of the location, combined with the fact that it was in a thriving, thickly settled farming population, made it seem in every way desirable.

On the 19th of July, 1783, the first purchase was made by Thomas Jenkins, consisting of a "store and wharf-lot" of Peter Hogeboom, Junior, for £2600, paying £500 down, and signing the deed.

This was followed by two parcels of lots bought of the widow of Francis Hardick and sons, for £1870 and £540, respectively.

These three purchases being completed, the brothers returned to Nantucket for their families, and in the autumn Seth Jenkins and John Alsop were the first to arrive at the "Landing"; Seth Jenkin's family, consisting of his wife (Dinah Folger), four children, Robert, the eldest, aged eleven years, and Dinah Coffin, the mother of Dinah Folger. His house was the first to be built, and while building, his family lived on board the ship. This and the adjoining dwelling of John Alsop, were on the northerly side of Franklin Square.

"In the spring of 1784, the other proprietors followed with their families, bringing with them several vessels, and in some instances the frames of buildings prepared at Nantucket, for erection upon their arrival."

One of these was brought by Stephen Paddock and upon his arrival with his family, Col. Van Alen went on board of his vessel, and offered them the hospitality of his house which they accepted, Mr. Paddock remarking "if that was a sample of the Dutch, they were in a happy land."

"The proprietors afterward found in Col. Van Alen a warm friend."

The Proprietors' Association as formed was to consist of not more than thirty members, all of whom should be merchants, "or concerned in navigating the deep."

The articles of agreement subscribed by them were the following:

ARTICLES OF AGREEMENT.

We, the subscribers, being joint proprietors of a certain Tract of Land lying at Claverack Landing on the banks of the Hudson River, purchased by Thomas Jenkins of Peter Hogeboom Junr., and others, for the purpose of establishing a commercial settlement, on principles of equity, do enter into the following Articles of Agreement, to wit:—

ARTICLE THE FIRST.

That each proprietor subscribe for such part of the above Tract, in proportion as near as may be to his Stock in Trade, with the others concerned.

ARTICLE THE SECOND.

No person shall be permitted to purchase lands within two miles of the said landing, unless he shall give the Proprietors the refusal thereof at the rates at which he himself purchased it.

ARTICLE THIRD.

That each and every one of the proprietors shall settle there in person and carry his Trading Stock, on or before the first day of October, A. Dom., one thousand seven

hundred and eighty-five, unless prevented by some unavoidable event that shall be esteemed a sufficient reason by some of the proprietors, for his non-compliance, and his going immediately after the obstruction is removed.

In case of Death his heirs, executors or administrators, with fully complying with these Articles, shall be entitled to the same privileges as other proprietors.

ARTICLE FOURTH.

That no person be permitted to dispose of his share who has not fully complied with these Articles, but said share revert to the other Proprietors, they paying the first cost of said share without interest, and that the proprietors which have complied with the foregoing shall hold possession of lands according to their several proportions.

ARTICLE FIFTH.

That no proprietor be permitted to enter any building on any proprietor's land, until it shall be divided, and they shall be subjected to such regulations as shall be hereafter made, for regulating the Streets, Lanes, Highways, Gangways, &c.

ARTICLE SIXTH.

That we further agree that if any one or more shall forfeit the right of his or their interest in the aforementioned lands, according to the true intent and meaning of the preceding articles, that he or they shall if furnished with Deeds or other Instruments of conveyance from Thomas Jenkins, give up the same to the Proprietors, or furnish them with a clear Deed or Deeds of all their right, title, and interest in said lands, they paying

such person or persons the first cost as described in article fourth.

ARTICLE SEVENTH.

That the subscribers do solemnly agree to abide by the preceding Articles and regulations, and that this Instrument be signed and sealed by each individual proprietor, and the original be lodged in the hands of the Proprietors' Clerk.

STEPHEN PADDOCK
JOSEPH BARNARD
BENJAMIN FOLGER
SETH JENKINS
WILLIAM HALL
HEZEKIAH DAYTON
DAVID LAWRENCE
TITUS MORGAN
REUBEN FOLGER

THOMAS JENKINS
REUBEN MACY
COTTON GELSTON
JOHN ALSOP
CHARLES JENKINS
EZRA REED
GIDEON GARDNER
JOHN THURSTON
NATHANIEL GREENE

All the proprietors do not appear to have signed these articles of agreement, which is explained by the fact that two or three did not continue members, and the shares of some were included and covered by the signatures of the other proprietors.—Extracts from minutes.—

1784, May 14th. The proprietors held their first meeting at the house of Seth Jenkins, and voted to elect such officers as were necessary to regulate their internal measures, so far as their land extended. David Lawrence was chosen Moderator of the meeting; Reuben Folger, Clerk for one year. A committee of six, of which Seth Jenkins was chairman, was appointed to "regulate streets, and to attend in a particular manner to the fixings of the buildings uniformly." It was also voted "that no person should fix his house without such direction from a majority of the committee as they might think proper;"

and that "No person should extend his steps more than four feet from his door or *sellar* ways."

1784, May 15th. A committee of four having been appointed "to lay out, sell or lease to David Bunker and Redwood Easton a convenient lot for a tan yard" reported that "they had sold one-quarter of an acre near Peter Hogeboom's grist mill, with benefit of the mill stream for £8.00 payable £2.00 per annum."

1784, May 17th. Cotton Gelston was voted treasurer. Five proprietors were authorized to call a meeting, by making application in writing to the Clerk. "And that any number of persons possessing sixteen full thirtieths in the proprietorship shall constitute a meeting and not less."

1784, June 2nd. It was voted that a number of men should be employed "to dig on the hill in the direction of Main street, in order to open a way to the river, and procure stone for the proprietors."

This was probably the opening of South Front street. Gideon Gardner was appointed to superintend that business." The portion of the future city first occupied was that nearest the landing, and Cotton Gelston opened the first store. The first house on Main street was built by Peter Barnard, just above the residence of Mrs. J. S. Gould. Below it were orchards and cornfields.

June 28, 1784. It was voted "that a house be immediately built at the expense of the proprietors, 20 feet by 30 to be appropriated for a Market House and that Daniel Paddock superintend the building."

This was the establishment of the first or lower Market house.

Oct. 24th it was voted "that a bridge be built over the great hollow in Main street, with stone abutments." Seth Jenkins was appointed to have the work done.

The bridge was located in front of the upper corner of Warren and Fourth streets.

Oct. 24th. They also voted "that Thomas Jenkins have

privilege to erect a hay scale at his own cost, on Market Square for five years, he promising not to exact more than 1s. 6d. per load, for weighing."

1784, Nov. 14th. It was unanimously agreed by the proprietors, that "in *futur* it should be called by the name of Hudson."

There seems to have been no debate on the change of name, or the suggestion of any other by the proprietors than that given. Governor George Clinton was desirous that the settlement should be called Clinton, and was displeased that the name met with no favor from the proprietors.

1784, Nov. 23rd. Thomas Jenkins, David Lawrence and Gideon Gardner, were appointed a committee "to wait on Col. John Van Alen, empowered by the proprietors to purchase his real estate for £2,500 and one-thirtieth interest in the first purchase made, including one-thirtieth of his own land."

This property was the dwelling and store and wharf lot before referred to, and included all the land lying between Ferry street and the bay, and running easterly to Front street.

The first child born after the purchase was Elizabeth Bunker, who died while young. Her parents were natives of Nantucket, who came here from Dutchess county.

In the autumn of 1784, Daniel Paddock and Cotton Gelston were appointed by the proprietors a committee to procure ground for a Cemetery. They called upon Col. Van Alen for advice and assistance and after viewing several different localities, settled upon the site of the present ground, owned by Col. Van Alen. When asked his price for four or five acres, the Colonel replied "that he would give that quantity to the proprietors to be used for a burial ground forever, and for no other purpose."

Additions have been made from time to time, and

it is now of quite considerable extent, and greatly admired for the beauty of its scenery. The committee deserve credit for the selection of a spot, at once so secluded and so accessible.

The original ground is that portion first entered from the small gate, and well preserved stones mark the resting-places of Seth Jenkins, Gelston, S. Pomeroy White and many others, while beyond are scattered the brown moss-covered stones grown hoary with age, whose inscriptions are almost undecipherable.

The first person buried in this ground was Phebe, wife of Benjamin Folger, the first man who was buried there was Colonel John Van Alen, who died December 15th, 1784.

About the middle of the last century the city erected a substantial monument to his memory, bearing the following inscription:

"He was a man of strong mind and liberal heart. He took an active interest in the settlement of Hudson, was the donor of the original burying ground, and the third person buried therein."

CHAPTER IV.

Final Acquisition of Land.—Ship Building.

After the death of Col. Van Alen, it was voted "to ascertain from the widow Van Alen whether she had power to ratify the bargain, and if so to get writings drawn and executed immediately."

It was also voted to procure "from Thomas Jenkins a one-thirtieth or *compleat* share in the proprietorship, for the sum of £500 to be made out to Catherine Van Alen."

The purchase of the property was completed, and the proprietors "presented to Mrs. Van Alen No. 10 house lot, in the first square and Main street."

Mrs. Van Alen built a house on the lot and resided there until 1787. It was then occupied by Ambrose Spencer and his son John C. Spencer was born there. Its precise locality cannot be ascertained.

Later when Greene street was laid out, a large plot bore the name of Catherine Van Alen.

With the purchase of about twelve acres additional from Leendert Hardick, and the division of some unclaimed water lots among them, the acquisition of land by the proprietors seems to have rested.

The water lots lay along the South Bay close to the water's edge, and the proprietors with commendable foresight announced that "any person falling in must not look to them for damages."

When we reflect that the purchasing power of a dollar was from ten to twenty times greater in those days than now, and that the sums paid by the proprietors were in pounds, multiplying a dollar nearly five times,

the prices obtained by the Dutch settlers would argue very good values; the proprietors being experienced business men who would not pay more than the land was worth.

In the meantime the enterprise had attracted desirable additions from Providence, Martha's Vineyard and Newport, nearly all of whom were the possessors of comfortable fortunes, and the growth of the little settlement was almost unparalleled.

A very large proportion of the inhabitants were members of the Society of Quakers, and theirs was the first religious organization to apply for ground on which to build a meeting-house as we find in the minutes.

1784, Sept. 8th. It was voted "that divers of the proprietors being members of the society called Quakers, who now request that a piece of ground be set apart on their right for a meeting-house and schoolhouse, therefore, they of the said society being proprietors, are authorized and empowered to make choice of such one of the public squares for a meeting-house as they should think proper, the lot to be given by the proprietors if built upon before any other society should make application. The half of the adjoining lot was to be selected also for a schoolhouse and a deed of conveyance of the lots would be given for that purpose, and that only."

A lot on the south side of Union street seventy-five by sixty feet, near the corner of Third street was selected and a small frame building was erected.

The society increasing rapidly in members, purchased the lot on the opposite side of Union street corner of Third, where in the year 1794, they built a large brick building capable of accommodating six hundred people, in which they worshipped until 1853, when they occupied the building vacated by the Methodists.

This was their last meeting-house, their members having dwindled to a very few families.

Their places of worship were like their garb and

language, devoid of all unnecessary ornament, not even a coat of paint being admissible on either the interior or exterior, which last possessed nothing to designate its character or use to a stranger.

The audience-room was divided by a high partition through the centre which entirely separated the sexes, and was furnished with hard wooden benches, while facing these were arranged a few elevated seats, for the elders of the society, and from which the preachers discoursed, whenever the spirit moved them.

The juveniles of the congregation were relegated to the rear of the respective divisions, and an early writer gives a graphic account of his efforts to keep awake, and thus avoid the rap on the head administered by the cane of a watchful elder. He relates that one Jethro Bell, the better to perform this duty seated himself among the youthful offenders, and on one particularly warm Sunday, while leaning forward, with his chin on his cane fell fast asleep!

An ungodly boy, pretending to flick a fly from the elder's nose, hit the cane and Jethro fell sprawling upon his face. We can imagine the horror of the whole assembly at this breach of decorum, and the deep but silent enjoyment of the boys.

Their worship was ordinarily silent but two preachers are mentioned who occasionally discoursed to them, Thomas Comstock and Hannah Barnard, both well known to "Friends" in other parts of the country.

The same simplicity that marked their place and form of worship, was carried into every department of life. They never uncovered their heads in the meeting house or on any public occasion, and never made use of any titles in their address of each other, or of the "world's people," simply calling everyone by their given name.

The Quaker dress was severely plain. No jewelry was tolerated, and it never varied either in style or color,

but there was a quaintness in the dove-colored dress and bonnet, and sheer crossed 'kerchief, that was very attractive.

Lovers of order, hospitable, benevolent, industrious, and peaceful in all their pursuits, were these fascinating members of a society, that not only originated and adorned, but was itself the best example of the "simple life."

A little rhyme by the late Stephen B. Miller well commemorates the "Friends" of those early days of the Proprietors; we give a portion of it.

"Full four-score years and ten ago
From those lone and sea-girt places,
Martha's Vineyard and Nantucket
Came the Folgers, Jenkins, Macys
And the Paddocks, Worths and Daytons,
And there were Coffins, full a score,
With many more a home to find
Upon North River's quiet shore.

They are all gone! and in our streets
Of those plain days there scarce a trace is,
Little save names are left to tell
Of Bunkers, Jenkins, Barnards, Macys.
Simple in heart, peace-loving men
With sober-minded, worthy dames,
All sweet within and drab without,
And all with good old Scripture names."

No further mention is made of the schoolhouse provided for in the grant to the Quakers.

The first school opened after the arrival of the proprietors was kept by James Burns in a frame building on the county road near the river. It had been built and used for a schoolhouse by the inhabitants of Claverack Landing, and remained until the opening of Front Street, when it was demolished.

The children of all the leading citizens were pupils of Mr. Burns, and the building was also available for the public meetings of the day.

Ship-building was commenced in the first year of the settlement and was carried on extensively for many years. A number of vessels were brought here by the proprietors and in 1786 there were twenty-five, carrying twenty-five hundred tons owned here; more than were at that time owned in the City of New York. In 1784 Titus Morgan made the first application for the privilege of building a shipyard on the purchase, "adjoining the northernmost street," agreeing in consideration of a lease being granted him for four years, (afterward extended to ten), to open a street from Market street to the river passable for wagons, at his own expense." This was the opening of North Front street and the yard was situated at the foot of State street.

Ship yards were built immediately after by Obed Sears, Marshall Jenkins, John T. Lacy and others. As many as five large ships were known to be on the stocks in these various yards at one time.

Launching days were frequent and were always kept as a holiday. Booths were erected outside the yard for the sale of refreshments which consisted principally of Mrs. Newberry's gingerbread. Schools were dismissed, the people from the country came in, and with the greater part of the population of the city, would gather at the yard and often wait patiently for hours for the moving of the vessel, which was the signal for the firing of guns, and the cheers of the crowd.

In addition to the yards here, there were several at Athens, in which were built some of the largest vessels owned by Thomas and Marshall Jenkins.

The first ship launched was in 1785 by Jenkins and Gelston; it was of three hundred tons, called "*The Hudson*" and commanded by Captain Robert Folger.

The extensive commerce of the settlement gave great impetus to every branch of business, connected with the building and fitting out of ships. Sail-making, rope-making, painting, blacksmithing and many other industries furnished employment to a large number of men.

In 1785 Thomas Jenkins, Josiah Olcott and others, built a rope walk six hundred feet long, on the westerly side of Third and north of State street.

Many of these ropes were of such weight, as to require several yoke of oxen to convey them to the river to be shipped.

"The rope walk was ever with the boys a favorite Saturday resort, the processes of spinning and twisting amusing them, while its great length afforded an ample field for the foot-race." Many a staid citizen of a later day proved himself there "a fast young man."

Another industry connected with ships was sail making. This was conducted by Seth Jenkins and Stephen Paddock, in a hemp and ducking factory erected on Third street. They sent a portion of their manufactures to New York but the greater part were used in the sail lofts here.

A brewery was established by Benjamin Faulkins who stated in the Gazette "that he had been regularly brought up to this philosophical branch of business in England, and he did not doubt his brewery might become of great utility to Hudson by giving his ale the name of "Hudson Ale," the prices of which were: stock ale five dollars, and mild ale three dollars per barrel." The brewery was on the north side near the river.

In addition to the brewery of Mr. Faulkins there was another in the vicinity of the North Bay, and a third on the south side of the settlement. "None of these breweries turned out more than five barrels per day, but there were few more extensive than these, anywhere to be found at that time." There were extensive tanneries carried on

by a half dozen of the proprietors, and large quantities of leather were manufactured, for a greater portion of which they found a market in New York.

A wind grist mill was built on the top of Prospect Hill by Joseph Barnard, which was a prominent object in all the approaches to the settlement, and was visible many miles distant. It gave place to a house for refreshments with the design of making the hill a public resort, but it did not succeed. The grist mill gave it the name of "Wind Mill Hill," by which it was known for many years.

CHAPTER V.

Minutes. Pen Pictures of the Proprietors.

The minutes of the Proprietors, to which we will now return, exhibit a strong desire for the incorporation of the settlement.

1785, Feb. 7th, Seth Jenkins and John Thurston were appointed a committee "to repair to the manors of Van Rensselaer and Livingston, and find where said line intersects Claverack Creek, so that the bounds of the intended township, for which a petition is to be presented to the Legislature, may be more accurately described."

A committee was also appointed to examine and define the limits on the north and south of the future city.

1784, Sept. 2nd, It was voted that the "three wells" be stoned and masoned up. The "three wells" were probably three reservoirs, one of which was in Third street, another in the vicinity of Second street, and a third near the Market house.

1785, April 8th, "It was voted that Thomas Jenkins and David Lawrence be a committee to name the streets; also that Diamond street be put in a passable condition, and that the proprietors should send as many men as convenient until there was a sufficient number to work them, and on producing a certificate to Titus Morgan they should be entitled to receive *four shillings per day*," English currency.

1785, April 19th, They voted "that a lot 50 by 120 feet on Diamond street should be granted to any person or persons, who would build a schoolhouse, not less than 40 feet by 24, such persons not to receive more than nine per cent on the cost of the building for the use of it, and to have the power to sell it to the corporation at

large, for their own use, whenever they had opportunity so to do; and that it should continue to be used for a schoolhouse, for every description and denomination of people then settled, or which should thereafter settle here."

Shortly after its erection Joseph Marshall, who styled himself "the public's humble servant," gave notice, "that he designed opening a school in the Diamond street schoolhouse from 5 to 7 o'clock p. m., each day, for the instruction of "Misses" in writing, cyphering, composition, English grammar, and geography."

The boundaries being definitely ascertained the proprietors proceeded with the business of incorporation.

1785, Feb. 17th. It was voted that "a petition be drafted to be laid before the Legislative authority of the state, for the purpose of getting ourselves incorporated, with city privileges," and that Ezekiel Gilbert, John Thurston, Ezra Reed, and Seth Jenkins be a committee to draft the same and with Gen. Van Rensselaer, to repair to New York as soon as convenient, and present the same before the General Assembly now in session, and use their utmost influence to get it passed immediately."

A committee was appointed "to lay out and plot," the future city. The plot embraced Union, Main, Diamond and State streets, with Second, Third, Fourth and Fifth streets crossing them. First street was not opened until many years later.

"One house lot was voted to Cotton Gelston for his trouble in laying out the plot."

In all the proceedings of the Proprietors we find but two or three allusions to their financial condition, but it is evident from these that they were at times considerably pressed and advised the disposition of certain lots for relief.

Of the government of "The Landing" we are unable

to catch a glimpse, but its success must be held to prove its wisdom.

Had the Proprietors understood the language of the Hollanders, their intercourse would have been less difficult and more agreeable to both. It is said that the "Yankees," as they were called, found great amusement in listening to the broken English of their Dutch neighbors, frequently drawing them out simply to have a laugh at their expense, but the Dutch had the advantage for they understood English perfectly, probably from their intercourse with New York, "while the Proprietors could not understand a word that they said."

But they seem to have dwelt together in harmony, both being upright and honorable in their business dealings, and both possessed of that invaluable adjunct, good common sense. The distinct nationalities must have lent a spice of variety, to the social life of Claverack Landing. We have hints of Dutch frolics and feasting, apple-parings and corn-huskings, with the sweet penalty of finding a *red* ear, and of country dances galore; while the stately dinners, tea-parties and quiltings of the staid New Englanders possess a peculiar charm.

Even the captious critic of "Random Recollections" has only unqualified praise for the beauty, intelligence and accomplishments of the gentler sex who graced the society of that day.

Certainly no place can claim more for the character of its founders than Hudson. All of them were men of influence, ability and activity, and are described as being physically, "stout, well formed, noble looking men."

The Jenkins family, who were the leading spirits in the enterprise, carried on successfully every branch of trade and commerce for many years. Thomas Jenkins is described as "uniting the dignified, princely air of an old school gentleman, with the address and energy of a man of business." "Standing on his wharf with his gold-

headed cane in his hand, watching and directing the preparations for the sailing of his ships, his bearing and manner was authoritative, but his nature was kind and genial."

His residence was the house Nos. 116 and 118 Warren street, opposite "The Worth" later divided into two dwellings, the lower of which served for "The Misses Peakes Seminary for Young Ladies," during a portion of the last century.

In its entirety it was a palatial home contrasting strongly with the primitive simplicity of the Quakers and subjecting Mr. Jenkins to the charge of being "somewhat aristocratic." Thomas Jenkins died in New York in 1808, his remains being brought to Hudson on a sloop, and buried in the ground belonging to the Quaker Society. In accordance with their strict rules, no tombstone was ever placed on his grave, and it cannot now be identified.

His son Elisha Jenkins, a leading partner in the well-known house of "Thomas Jenkins and Sons," retiring from business with an ample fortune removed to Albany and became prominent, first as State Comptroller, and later as Secretary of State.

Seth Jenkins who was the first Mayor of Hudson, and equally with his brother Thomas, a power in the development of the Settlement from its earliest inception, was a man of high character and excellent abilities. He gave most unstintedly of his time and personal service, beside employing his wealth and influence for the prosperity of all concerned.

Mr. Jenkins served with distinction as Mayor of the city from its incorporation in 1785, until his death, which occurred on July 30th, 1793. His son Seth Jenkins, Junior, built and resided in the dwelling, Number 115 Warren street, adjoining the Chapter House and of similar style before the radical alterations of the latter, for its present purposes.

He married Sarah Hathaway, who was a ^{sister} of Captain John Hathaway, and an aunt of the Hon. Theodore Miller.

From the author of "Random Recollections" who was a resident of Hudson during its formative period, we gather a few items of personal interest. He says "Among the most prominent of the fathers was Robert Jenkins, a gentleman of the highest respectability, though somewhat abrupt and decisive in his tone and manner." Robert Jenkins, a son of Seth Jenkins, inherited his father's executive ability. At the age of nineteen, he was at the head of the first cotton mill erected in the state, and held many positions of honor and trust.

In February, 1808, he was appointed the third Mayor of Hudson by Governor Daniel D. Tompkins, and served two terms.

For over thirty years with the exception of a short interval of two years, the office of Mayor of the City was filled by some member of the Jenkins family.

In 1811, at the age of 39 years, Robert Jenkins built the spacious colonial mansion, No. 113 Warren street, which his granddaughter, Mrs. Marcellus Hartley purchased, and so generously presented to the Hendrick Hudson Chapter, of the Daughters of the American Revolution, as a fitting memorial of her ancestors.

Mr. Jenkins resided in this dwelling until his death on November 11th, 1819.

A man of exceptional activity and usefulness in the settlement was Cotton Gelston.

He was the first treasurer to the Proprietors, the first surveyor and made the first plot of the city. He drew their first deeds, launched the first ship, opened the first store, in which was located the first postoffice and was appointed the first postmaster.

Mr. Gelston was possessed of a choleric temper and at the last meeting of the proprietors, being violently op-

posed to the transfer of the minutes, books, and papers to the Common Council, made a determined effort to burn them. He succeeded in part, but after a struggle the minutes were taken from him, and saved by Gilbert Jenkins, thus averting an irreparable loss to the future historian.

Squire Worth is pictured "as a short, thick-set man, round-shouldered and *red-haired*; a man of strict integrity and good sense but excessively odd." He was induced to sit for his portrait, but quarrelled with the artist for making him look "like a one-story house with the chimney afire."

Captain Hathaway, "a very worthy citizen but troubled with the asthma, and frequently suffering from the excellence of his dinner. In politics always calculating freights rather than majorities, and wisely relying with more confidence upon his pocket than upon his party. Still he was a worthy citizen and though close, and somewhat *phthisicy*, an honest man."

David Lawrence, "a man of keen observation and ready wit; of strong sense and stronger prejudice. In his old age gouty, irritable and sarcastic. On hearing that the Bank of Nantucket had been robbed, 'Ugh!' said the old gentleman, with an air of contempt, 'I suppose they forgot to *pull the latch string in*.'"

This was an allusion to the wooden latches then in use, which were placed on the inside of the front door, and were lifted on the outside by a string put through a small aperture in the daytime, and pulled inside at night. "The latch string is out" was a common expression of hospitality in those days.

The writer occupied rooms in a house at East Hampton, L. I., some years ago, whose only protection was the latch string here described, and was glad to remember that the citizens of that ancient burg, had just previously voted down a proposed extension of the railroad to the

village, "because it would bring so much wickedness with it."

The seven miles of heavy staging from Sag Harbor, became an element of safety not before appreciated.

Hezekiah Dayton is next mentioned as "a good citizen and an upright man, fond of argument, reasoning upon all things, but in all things unreasonable," "never convinced and never convincing."

"Then comes Robert Taylor, a stout well dressed personage, arrayed in buff vest and white top boots."

"And then Captain Alexander Coffin, one of Nature's noblemen, frank, generous, warm-hearted and brave as Caesar, but withal hot as a pepper-pot, fierce as a northeaster, yet neither rude, aggressive or implacable. He was the noblest Roman of them all."

In giving all due credit to the Proprietors for the early prosperity of Hudson we should not forget that their efforts were ably seconded by many others, not only from the immediate vicinity, but from a distance, who were attracted to the enterprise by its bright prospects.

Ezekiel Gilbert, who seems very early to have taken an active interest in it, was a resident of Claverack from which place he removed in 1785, thus becoming Hudson's first lawyer, first, not only in order but for many years first in ability. Mr. Gilbert was not a man of great talent, but he made himself of great service to Hudson, first in the matter of incorporation, and in 1790, when as a Representative in Congress, he successfully advocated Hudson's claims to be made a port of entry.

On returning from Washington, after serving four years in the House, Mr. Gilbert brought with him a piano, which was the first one owned in this city.

It seems curious when we reflect upon it, that a little community with an experimental existence of less than a year and a half should so soon, and at a single bound, aspire to civic honors.

It argues a self-confidence that the event proved was not ill-founded, else would their "vaulting ambition have o'erleaped itself." Perhaps though "they builded better than they knew!"

However, the Proprietors after incorporation continued their regular meetings "being duly warned," with Moderator and Clerk, and retained their hold upon the land, as owners, for twenty-five years, deeding lots to the Common Council as they were needed. Thus presenting the unique spectacle of two distinct governing bodies in the same city, at the same time, and composed largely of the same persons.

CHAPTER VI.

Incorporation.

On the twenty-second day of April, 1785, the Act of Incorporation was passed and Hudson became a city, the third in the state.

The territory of the city as chartered extended from the line of the town of Livingston on the south, to Major Abraham's (Stockport) Creek on the north, and to Clav-rack Creek on the east.

A portion of the town of Stockport was taken off in 1833 and the town of Greenport in 1837 reducing the boundaries of Hudson to their present limits.

On the fourth day of May, Ezekiel Gilbert arrived from New York, bringing with him the Charter of the City, and the appointment by Governor George Clinton, of Seth Jenkins as the first Mayor.

Its reception was attended with the firing of cannon, raising of flags, and every other demonstration of joy and gratification, by the citizens.

On the day following, Mayor Jenkins issued his proclamation announcing the incorporation of the city, his appointment as Mayor, and calling "upon all the *freemen* within the limits of the city, to meet at the schoolhouse," a small frame building then standing on the county road near the river, "on the Monday following (the 9th day of May), to choose necessary officers, and to transact other important business."

This was Hudson's first charter election, but it was conducted without a contest. There is no record of the vote cast, nor of the population of the city at that time, but it grew with great rapidity, and from 1785 to 1786,

one hundred and fifty dwellings, warehouses, wharves and shops were built, besides manufactories.

The first meeting of the common council was held on the 9th day of May, 1785.

Present—Seth Jenkins, Mayor; Nathaniel Greene, Recorder; appointed by the Governor. William Mayhew and Stephen Paddock, Aldermen; Dirck Delamater and Marshall Jenkins, Assistants.

The following individuals have held the office of Mayor by appointment from the Governor and council of appointment:

Seth Jenkins, April, 1785.

Thomas Jenkins, November, 1793.

Robert Jenkins, February, 1808.

John Tallman, March, 1813.

Robert Jenkins, February, 1815.

John Tallman, February, 1820.

Alexander Coffin, February, 1821.

From the year 1823 to 1840 the Mayor was elected by the common council, since that date they have been elected by the people.

The first City Clerk was John Bay, 1785. The first Chamberlain was John Alsop, 1785.

In August, 1785, a seal for the city the same that is now in use, was purchased; "Nathaniel Greene, Seth Jenkins, John Bay, Ezra Reed, Stephen Paddock, Benjamin Folger, Dirck Delemater, John Ten Broeck, and Peter Hogeboom each contributing eleven shillings, and four pence, to defray its expense." From the early minutes of the council we make the following extracts:

"1785, June 9th. Land was granted to the corporation for the erection of a Gaol on the N. E. corner of the northermost square on Fourth street."

The Gaol which was 30 feet long, 20 feet wide and one story high, was constructed of logs with iron grates at the windows. It is said that almost the first prisoner

confined in it, concealed an augur on his person with which he bored through the logs, and escaped.

1785, July 26th. Abimeleck Riggs was appointed keeper of the Gaol. On the same date, William Wall was ordered to have completed the Stocks and Whipping Post at the Market, which he did, at a cost of 3 pounds, 4 shillings and 11 pence. Eight years later these, then quite common devices, were ordered removed "to a point, at or near the common Gaol, and to be under the care and inspection of the Gaoler."

The punishment of whipping was inflicted for petty offences, and in addition the offender was sometimes sentenced to be driven out of the city. In that case he was tied to the tail of a cart and commencing at the lower end of Main street, received a certain number of lashes at each corner, until the head of the street was reached, where he was set at liberty and directed to leave the limits at once. The officer inflicting the punishment was called a "Whipping Master" and received his appointment from the common council.

1785, July 25th. It was voted "that one house lot on Main street should be given to Ezekiel Gilbert, as a free donation, for his essential services done the proprietors, in bringing about the incorporation of this city."

Whether Mr. Gilbert built on this lot is uncertain, but in the year 1800, he occupied a pleasant country residence standing on or near the site of the St. Charles Hotel, and gave to the city a portion of the ground for the upper Public Square, with the intention of having it laid out as a park.

1785, August 2nd. It was ordained "that it should not be lawful for any person or persons whatsoever, to run or gallop his, her or their Horse, or Horses, through any of the Streets of the said city, and that if any person or persons, should be convicted of running, or galloping his, hers or their Horse, or Horses, through any of the

Streets of said city, he, she or they should, for every such offense, forfeit and pay the sum of six shillings current money of the State of New York, to be recovered before the Mayor, Recorder or any of the Aldermen with Costs of Suit, one-half to go to the Informer, the other half to the Overseers of the Poor of the City for the use of the poor thereof."

1785, Sept. 5th. Ordinances were passed prohibiting storekeepers from throwing glass in the streets, boys from swimming near the ferry landing, also prohibiting any person chopping wood on Main street "with an axe" and the running at large of "any hog or hogs, goose or geese, unless properly yoked."

1785, Sept. 7th. "Whereas John Dewitt late of the City of New York had run away and left his wife and children," it was ordered "That Mrs. Dewitt, wife of the said John Dewitt, with her children, be sent to the City of New York, the place from whence the said John Dewitt came."

1787, March 1st. "Freelove Clark was ordered to be sent back to Nantucket, and Stephen Paddock was authorized to take proper measures to remove her."

It was the custom to send vagrants back to their former place of residence, and several instances similar to the foregoing are reported in the minutes.

In July, 1785. "Chimney Viewers were appointed and many regulations were established for the protection of the city, and for the prevention of fires."

It was required by an ordinance "that every house with three fire-places should provide two leather buckets, and every house with more than three fire-places, three leather buckets, sufficient to contain at least two gallons of water. Brewers, bakers, and tavern keepers, were required to furnish them, to hold three gallons."

They were to be marked with the owner's initials, and kept near the front door, ready to be used to extinguish fires.

In 1794, the "Overseers were directed after a fire, to cause all the buckets to be collected, and carried to the Market House, where citizens might know where to find them, and if injured to cause them to be repaired at the expense of the city; and if any were lost, they were to be replaced upon proper proof of the fact. Any person detaining them from the owner above twenty-four hours after any fire, forfeited for every one so detained twenty shillings."

"Fire Wardens were appointed whose duty it was immediately upon the cry of fire to repair to the place, to direct the inhabitants in forming themselves into ranks, for handing the buckets to supply the engines with water. The citizens were enjoined to comply with the directions of the wardens, and it was expected that all other persons would refrain from giving directions, and would cheerfully obey such as were given by authorized persons." It was customary for the women to aid in the lines for passing the buckets, they usually passing up the empty line, while the men returned them filled.

"The Mayor, Recorder and Aldermen, upon such occasions were to carry a wand five feet at least in length, painted white, with a gilded flame at the top." "The Fire Wardens were to carry a speaking trumpet painted white, and each Fireman was required to provide himself with a leather cap, with the crown painted white, or forfeit the sum of six shillings for every month he neglected to do so."

"It was enjoined upon all the citizens in case of fire in the night, to place lighted candles in their windows, in order that the inhabitants might pass through the streets in safety, and to throw their buckets into the street, that there might not be delay in obtaining them."

"Robert Folger and others were appointed "bagmen" to preserve and secure property at fires, and were directed

to procure bags and other implements necessary for that purpose."

1799, Nov. 9th. "Paul Dakin was appointed to procure four small fire-hooks, chains, ropes, poles, and six ladders, from twelve to sixteen feet long, with hooks and brads, to be used at fires, in pulling down buildings."

Simple and curious as these regulations may seem, they were doubtless the best then in use. Notwithstanding all these ordinances considerable anxiety was felt on the subject of fire, and in 1792, when a number of buildings were going up, the press suggested that they should not be placed too near together.

In 1793, a subscription paper was circulated, and it is said, "twenty citizens showed themselves forward enough to sign it. An engine was contracted for which was to cost 100 pounds, hold 180 gallons, and be constructed with four pumps to throw three hundred feet." "Also to be fixed with a suction, and do good execution."

The common council on the 17th day of April, 1791, appointed nineteen Firemen to superintend Fire Engine No. 1. The engine not being finished at the time promised, another company was formed in 1794, and an engine was purchased by them. This was No. 2, and they adopted "a white jacket and trousers, with a leather cap" as their uniform. That of No. 1 was at first "a green flannel jacket and leather cap." In 1794, the council directed that two houses should be built, "suitable for the wants of the companies, and the protection of their engines." "They were located, the one in Third street, and the other near the market, and were of very small dimensions, but they managed to accommodate companies of considerable numbers." The engines were very small, No. 2 being the larger and more powerful. "No. 1 in after years was called the 'pocket engine' and finally became a plaything for the juveniles in her vicinity."

The first fire in the city occurred in February, 1793,

and was the bookstore and printing office of Ashbel Stoddard, publisher of the "Gazette." In the next issue of the paper the editor said, "The organization of the fire department being extremely deficient, there being *no* engines, *no* buckets, *no* water, and *no* firemen, the fire was left to take its own course, and it accordingly raged, not only unchecked but unmolested. Fortunately the night was calm, and the flames ascended directly upward, to the very skies, carrying with them innumerable fragments of paper, and burning books, blazing as they flew, filling the whole air with their fiery forms, and then descending in every direction, covering the town, as with a shower of falling stars." A substantial sum was raised by the sympathizing citizens and presented to Mr. Stoddard.

In 1825, a fire of some magnitude occurred. Commencing south of Warren street near Front, it extended through Warren to Diamond, destroying in its rapid progress a large number of buildings. First street was opened after this fire, and Front street was rebuilt with stores and residences of a substantial character. It immediately became the fashionable shopping district, fairly rivaling Main street in appearance.

In later years Hudson suffered frequently and heavily from fires; that portion of the city nearest the river having undergone an almost complete change from that cause.

CHAPTER VII.

Whale and Seal Fisheries.

The early whale fisheries were very successful, the vessels bringing in large and valuable cargoes of sperm oil. In 1797, the ship *American Hero*, Captain Solomon Bunker, returned from the Pacific with a cargo of sperm oil, which at that time was the largest that had ever been brought into the United States.

In Diamond street, between First and Second streets, were the oil and candle works of Thomas Jenkins, and on the northeast corner of Second and State streets, were those of Cotton Gelston. These works were as extensive as any then existing, but the amount manufactured in one year was not so large as the oil works of later years manufactured in one month. When Talleyrand was traveling through the states, he visited Hudson and was shown through the oil and candle works of Thomas Jenkins, examining thoroughly into all the mysteries and details of the manufacture of sperm candles.

Until about the year 1800, the seal fishery was carried on to a considerable extent. Five or six vessels were constantly engaged in bringing from the Falkland, and other islands in the South Atlantic, large numbers of fur and hair seal skins, and usually with them a quantity of sea elephants' oil. Many of the skins were sold in New York, but the greater part were tanned here, the leather being very generally used for shoes.

The last voyage for seals was made in the year 1799, in the ship "*Ajax*," Captain Pinkham, Zephaniah Coffin, first mate.

"Some of the Captains engaged in the seal fishery, were accustomed to tell wonderful stories of the islands which

they visited; among other things they boasted that they lived upon turtles so large, that one man could not turn them over, and some of the eggs which they boiled, were little less in size than a man's head."

Hudson became a port of entry in 1790, the first Government officers being Doctor Joseph Malcolm and Isaac Dayton. It was then rapidly growing in commercial importance and seemed destined to become the second city in the state.

Some of the statements relative to the business of the city at that period seem almost incredible, but there is no reason to doubt their accuracy.

In 1802, on the first day of March, twenty-eight hundred loaded sleighs entered the city. We find this fact stated in the "Columbian Balance" of that date. It is said to have been frequently the case, that a "continuous line of teams, extending from the river into Main street would be kept waiting to discharge in order, their loads at the different freighting establishments."

It is also stated that the South Bay was often closely dotted with vessels, awaiting their turn at the wharves to unload, and take on their fresh cargoes. Fifteen vessels heavily laden were frequently known to depart at one time.

The large brick store-houses near the river, built at a very early date, and some of which are still standing, confirm these statements.

The articles exported were beef, pork, shad, herring, staves, heading, hoop-poles, leather, and country produce. The packing of beef and pork was very extensively carried on, large quantities of cattle and hogs coming from Berkshire county, Massachusetts. Herring were very abundant; a ship of one hundred tons was known to have been filled in the vicinity of Rogers Island, at one tide. These were pickled largely, one thousand barrels each of beef, and pickled herring, having been sold and shipped from

here in a single day. In addition to the pickling of herring, shad were put up to some extent, and quantities of herring were smoked and boxed.

Staves, heading, and hoop-poles were exported to the West Indies, the vessels in return bringing valuable cargoes of rum, sugar and molasses. The only ship from the "old world" ever known to have entered this port, was a Dutch ship from Amsterdam, consigned to William Wall, which loaded with lumber and returned to Holland. During its stay it was visited by a large number of Dutch people in the vicinity, who were delighted to see a vessel from their "fatherland" and a crew who could speak their own tongue.

During the winter months considerable traffic was carried on with some of the southern ports of this country, principally with Charleston. Articles of commerce with the South, were provisions and general country produce, returning vessels bringing cargoes of cotton and rice, the latter finding a market at New York, but the former was used for home consumption.

Very few woolen goods were then used, most families spinning, dyeing, and manufacturing cotton into yarn and clothing.

Many branches of industry were directly dependent on the commerce of the city, and gave employment to a much larger number of men during the warm season, than in winter, and it was the custom for many of the mechanics to seek the South at the close of navigation, if they did not choose to remain idle, returning in the spring.

We have the following amusing incident connected with a voyage of one of the vessels to San Domingo loaded with lumber. It had been rafted down the river late in the fall, and shipped after the beginning of winter, considerably covered with ice, some of which was still to be found on her arrival out. It was the first ice the negroes

had ever seen, and so terrified were they by its touch upon their naked backs, that they plunged overboard whenever the sailors applied it. The crew enjoyed the sport so long and so heartily, that the Captain was obliged to use some severity before he could put an end to it, and finish unloading.

During the French Revolution and long protracted war in Europe, neutral vessels were in great demand. Large prices were paid for freight, and many of the ships owned here were engaged in the carrying trade. British orders and French decrees swept many of them away from their owners, others were lost by shipwreck, and the embargo and non-intercourse of 1807-8, followed by the war of 1812, gave a finishing stroke to the commerce of Hudson. The losses at sea produced great embarrassment and many failures, and that of the Bank of Hudson in 1819 brought heavy losses upon the neighboring farmers, thus seriously affecting the prosperity of the city.

In the year 1829, the whale fishery was revived, and a company was organized at a time when the business of Hudson was in a most languishing condition. The returns from their first ventures animated their hopes, and the number interested in the business was largely increased; as many as fourteen vessels being at one time owned, and fitted out here. The most valuable cargo returned by a single vessel, was valued at eighty thousand dollars. As many as eight thousand barrels of sperm oil, were returned in a single year, by the different vessels.

A company was incorporated in 1833, under the name of the "Hudson Whaling Company." Captain Laban Paddock was President, but the business was transacted by Robert A. Barnard, Superintendent. Three of the ships were owned by the company, the remainder by individuals, and for many years the industry was carried on successfully, with a prospect of its becoming a source

of permanent prosperity to the city. After a time, however, it declined, and in 1845 was abandoned, after bringing heavy losses upon those who were engaged in it. The last ship, the "Martha" was sold in that year.

Captain Laban Paddock and his brother Judah were the sons of Stephen Paddock, one of the Proprietors and principal men of the early settlement. They were successful sea-faring men and amassed considerable wealth. The house of Laban Paddock, a large brick building, No. 117 Union street is still well preserved. It formerly had a tall lookout at the back, from whence Mr. Paddock, after retiring from active business, could watch for his returning ships.

Captain Judah Paddock was engaged in an extensive and lucrative trade with the West Indies, Liverpool and Russia.

In the Masonic Lodge in this city is preserved a sword which was presented to Judah Paddock, prior to 1800, by the Empress Catherine of Russia, for relieving a Russian man-of-war when in distress, and by him presented to the Lodge of which he was a member, "as a token of his high regard for Masonry."

Captain Paddock's "Narrative," published in 1818, containing a full account of his shipwreck off the coast of Barbary, is more interesting than many of the novels of that day, for which similar adventures furnished a favorite theme. He relates that he sailed from New York for Cork, in the ship Oswego of Hudson, on the 8th of January, 1800, with flax seed and staves. After disposing of his cargo, he decided to go to the Cape de Verde Islands for salt and skins, thence back to New York.

Being driven out of his course by gales and strange currents, he seems to have lost his reckoning, and, on April 3rd, his ship was driven upon the rocks, off the coast of Barbary. They succeeded in landing some food and water and a few necessities, including six hundred

dollars in gold which the Captain concealed on his person. His faithful black man, "Jack" observed the two pieces of flowered tabinet that the Captain had purchased at Cork for his wife, and was determined to save them. Captain Paddock tried to dissuade him from adding their weight to his heavy pack, but in vain. They now took up the line of march for St. Cruz (Mogadore), hoping to obtain assistance from the consul there in getting home, but after a few days they were captured by Arab slave traders, and stripped of their clothing, and everything they possessed. They were then sold into slavery, and the Captain never again saw his devoted servant "Jack."

They were given but little food, and were driven long weary miles each day over the burning sand, and scorched by the pitiless sun of the Arabian desert, "where no water is."

At length, after enduring almost indescribable sufferings, being sold again and again, sometimes rejoining members of the crew, and not unfrequently meeting English sailors, who were slaves like themselves, the Captain succeeded in convincing his latest purchaser, that if he would take him to St. Cruz, he would arrange for their ransom. Finally, after harrowing delays, on the 18th of May, he reached the Consulate, and was warmly welcomed by the British consul, Mr Gwyn. He congratulated Captain Paddock upon the shortness of his captivity, it being only six weeks, when they were more frequently kept months, or even years in slavery. He furnished him with clothing, and the services of an English sailor in cleansing and shaving him. which, owing to his neglected condition, was both a long and laborious task.

Afterward for the first time, the Captain saw himself in the glass, and "was so shocked at his altered appearance, he did not get over it for many a day;" "such ghastliness as I never saw in a body that had life and motion."

Captain Paddock showed admirable sense and good

judgment in all his intercourse with the Arabs, but in nothing more wisdom than in calling himself a British subject. He knew we would probably not have an American consul at Mogadore, and in fact the nearest was at Tangier, but the English were a power to be reckoned with. Consul Gwyn ordered some soldiers at once sent out to bring in Captain Paddock's crew, and the English boys who were with them, and arranged the amount of the ransom, which, including the Captain, amounted to 1700 dollars. This was promptly repaid by our Government, after the matter was explained by Captain Paddock, who also sent a valuable box to Consul Gwyn.

After all arrangements had been made, and Captain Paddock was about leaving the Consulate, an Arab peddler was shown in, and on opening his pack, imagine the surprise of the Captain to behold the two pieces of tabinet, that poor "Jack" had saved from the wreck! They were purchased by a gentleman of the company, not knowing that they were once the property of Captain Paddock, and on ascertaining the fact he made every effort to induce him to take them. But this the Captain resolutely refused to do, so the matter was dropped.

The merchants of Mogadore showed Captain Paddock the greatest kindness and consideration, in honoring his drafts, and in advancing the money for his ransom, and that of his crew; and he was the recipient of social attentions from all the prominent residents.

Just one year from the day he left his home in Hudson, Captain Paddock returned to his overjoyed family, and on unpacking his trunk was astonished to find carefully hidden away in the bottom, the light colored piece of flowered tabinet! So his wife received her present, and the Captain naïvely remarks, "wears the gown at times to this day."

Captain Judah Paddock, like his brother Laban, was a public-spirited, benevolent man. He was the earliest sup-

porter and most liberal contributor to the Lancaster School for the education of the children of the poor, and at his death, which occurred in 1822, he left a legacy for its benefit.

Captain Paddock's residence was in the vicinity of the pioneer Jan Franz Van Hoesan's, near the Bunker bridge, and was of similar style. It cannot now be identified.

The "Bunker bridge" as the covered bridge was always called, will no longer be useful as a landmark, having been condemned as unsafe and replaced by a modern iron structure during this present year of 1908.

CHAPTER VIII.

Aqueduct Company—City Ordinances.

In the year 1785, a number of citizens "associated themselves together for the purpose of bringing water into the city, to supply themselves and such others as might be deemed consistent." "Each lot holder was entitled to a share in the association on the payment of twenty-five dollars, with the right to carry it into his possessions, or house, for the supply of the family, or families, which his house contained, but should not be allowed to sell water to his neighbor, or any other person."

"Persons not shareholders were supplied on payment of an annual tax."

The water first brought into the city was from a spring known as the "Ten Broeck spring," which was given to them by John Ten Broeck and was located on the Heermance farm, now owned by the Cement Company.

In 1793, the Hudson Aqueduct Company, as the association was called, purchased the "Fountain" situated upon the road leading from Claverack to Hudson. The legislature was appealed to, and an act was passed "for the better regulating and protecting the aqueducts in the city of Hudson, providing for the election of officers, passage of by-laws, and giving to the Common Council the right by ordinance to fix a penalty, not exceeding five pounds, for a breach of any of the by-laws of the Company."

Hezekiah Dayton was for many years Inspector and Collector, for which service they voted "one shilling per hour when actually engaged."

It was the custom of Squire Dayton, as he was called, "to detect leaks and waste, by entering the cellars of

shareholders and listening for the sound of trickling or dropping water, and reporting the offenders at headquarters."

1778, March 1st. "Forty-one licenses to sell liquor were granted, for sums varying from eight, to sixteen shillings." It is fair to infer that something besides water was imbibed in early times.

1791, August 30th. It was resolved "that John Kemper be appointed to take the pump-brake and upper box, from the public pump, and at the hour of six in the morning, at twelve at noon, and at five in the evening, of each day, go with, or deliver it to, the hands of some careful persons, to be carried to the pump, that each of the citizens applying for water, might have an equal proportion, and that said brake and box, should not be delivered at any other times of the day, until a constant supply of water should be found in the pump."

The "town pump" was located near the lower market. In later times the streets of Hudson were punctuated with huge unsightly pumps at frequent intervals—usually on the corners—which are gradually disappearing, under the modern system of furnishing water to the city.

1794, May 10th. Elisha Jenkins, Thomas Frothingham, and Jared Coffin, three of the principal men of the place, were appointed scavengers.

Immediately after the machinery of a city government was in operation, the work of grading and widening the streets, and the building of sewers was actively entered upon, and an ordinance was passed directing "the commencement of paving the sidewalks, in Main street."

1793, September 1st. "Cotton Gelston, Ambrose Spencer and Jared Coffin were appointed to superintend the work." Previous to this, there was no attempt at uniformity in the walks; "some were stone, others were plank, but a greater portion were naked ground." Front street, between Main and Union, required much heavy blasting,

and near the junction, was a deep hollow over which a bridge was built. Through this hollow flowed a stream of water, which was entered by another, where the County road crossed the street, thence emptying into the South bay. The portion of Allen street between Front and Third streets, was opened at a very early date, and known as Federal street. "Main street was opened upon a ridge that sloped on each side toward the bay, and as far as Third street, presented a nearly level surface covered with fields, with a few trees scattered through them."

Fourth street was the upper terminus of the city, and "to the City Hall was considered a very lengthy walk."

The road up the Academy Hill was opened by the Columbia Turnpike Company in the year 1800.

This Company was chartered in 1799, and was the third Turnpike Company organized in the state.

Not long after, the road leading out of Main street in a southerly direction was opened by the Branch Company, and the South Bay road was built by the Howland Company, the President of which, Mr. Howland was a resident of New York. The operations of this Company extended from New York to Albany.

In 1823-4 the road connecting Third street and the Bay road was constructed, and in 1827 the approach to the city by Underhill's Pond was completed.

1788, Jan. 5th. "Citizens voluntarily associated themselves into a watch against thieves and fires, and to preserve order in the city at night." Shortly after, the Common Council deeming it a "salutary institution" ordained "that it should consist of four citizens for each night, to begin their watch at nine o'clock in the evening, and continue until daybreak." Jonathan Worth was appointed to "notify the citizens on the roll, at least twelve hours before they were to come on the watch, and in case of absence or disability was to supply their places." They were empowered to interrogate any persons out at

an unseasonable hour, and unless satisfactory answers were received, to confine them in the watch-house until the following morning, when they were taken before the proper officer and discharged, or punished.

Each man received one dollar a night for his services, and was provided with a strong oak club, for the double purpose of protection, and sounding the hours, which was done by heavy blows upon the posts, or sidewalk, and crying out with the hour, "All's well." Night locks, window fastenings, iron safes, revolvers, and the numerous articles of the present day, for protection against burglars were not yet invented, nor had the need of them been felt. Robberies, however, were frequent, and rowdiness not unknown. Stoops were overturned, gates were unhinged, signs misplaced, door knockers mysteriously sounded and many similar pranks were perpetrated, until the Press complained loudly "of the disgraceful course certain young men were pursuing and threatened them with exposure unless they desisted from their evil practices." Undaunted by this threat we find in 1793, "certain young men still pursuing their evil practices."

It was the custom in those days to designate the different public houses by a portrait of some crowned head of the old world, on their signs. That of Col. John McKinstrey, which was the first public house opened in Hudson, and was on the site of No. 247 Warren street, was decorated with that of the King of Prussia. Kings were not very popular in this country just at that time, and being distasteful to the young men, they proceeded to demolish each of them in turn, their hilarious proceedings being brought to a fitting close, by honoring Mr. Kellogg's sign of General Washington, with vociferous cheers.

They were subsequently prosecuted, and were compelled to pay heavy damages.

1797. "Cotton Gelston and Mr. Kellogg were appointed a committee to direct the construction, and the placing

of a number of lamps, not exceeding twenty, in the streets, and to provide a suitable person to light the same upon the dark nights."

The Council also resolved to assist the County Magistrates in suppressing disorderly behaviour on Sunday. A committee had been previously appointed, to superintend the execution of the law against Sabbath breaking.

1801, June 14th. Ordinances were passed "regulating the sale of lamb, preventing boys playing ball or hoop in Warren or Front street, prohibiting the smoking of pipes, or cigars in any of the streets or alleys after sunset, and providing for the killing of dogs after the first day of August."

1801, July 17th. "It was resolved that no meat should be exposed for sale in the market, or elsewhere in the city after the hour of eight o'clock, on Sunday morning. Also, that all barber shops should be shut at the hour of ten o'clock, on that day.

1801, August 15th. Mr. Hathaway was authorized to purchase Daniel Allen's house on State street for the reception of the aged, and other poor of the city, for a sum not to exceed 480 dollars. This house was used for the purpose mentioned, until the completion of the building now owned and occupied by the Hudson Orphan and Relief Asylum, which was erected as a City Poor House in 1818, after plans drawn by Robert Jenkins. Its cost was five thousand and seven hundred dollars.

The first Overseers of the Poor were Cotton Gelston and Thomas Frothingham, and they were authorized "to allow Phebe Cummings two dollars and fifty cents per month, if she would take herself, and her three children out of the city."

In 1790, "Stephen Paddock and Thomas Frothingham were empowered to engage and agree with the printer, to strike off one hundred pounds in small bills, or notes of credit upon the corporation." "One ream of paper was

directed to be furnished, of suitable quality, and struck off in 'tickets,' to be signed by the clerk of the city, of the value of one, two, three, and four cents." There was a scarcity of silver, and an almost total absence of "coppers," and these "tickets" circulated freely as "small change."

1798, May 10th. "Recorder Gelston and Samuel Edmunds were appointed to build a fence three boards high, with red cedar posts, and a suitable gate, around the burying ground, and have the bushes cleared up." Reuben Folger was directed to procure a suitable lock. The cost of the fence was 84 pounds, five shillings and three pence, and of the lock, four shillings. Previous to this, little had been done toward improving the ground, which up to this time had been reached by a road through a piece of woods leading from the County road, now Green St.

June 10th. Samuel Edmunds and James Nixon were paid three dollars each, for mending the cover to the well in Third street. This was one of the reservoirs before referred to.

1795, March 23rd. Jemmie Fraser was appointed bellman, and to be paid sixteen pounds per year. The bell on the Presbyterian Church was ordered to be rung, at sunrise, at twelve o'clock at noon, and at nine in the evening, not less than five minutes at any one time on working days, and at nine, and ten, in the morning, two, in the afternoon and nine in the evening on Sunday.

1799, April 6th. It was resolved "that in future the Common Council meet on Saturday after the Mayor's Court, in each month at four o'clock, and that fifteen minutes grace be allowed from Mr. Parkman's clock." Up to this time, and for many years after, the Council had no regular place of meeting, but met at different public houses. In 1815, they met in a bedroom in the tavern of Samuel Bryan on the southwest corner of Warren and Third streets.

Robert Jenkins then Mayor said that he "considered it a shame that the Common Council of such a city as Hudson, should meet in a bedroom, and appointed Oliver Wiswall and Jonathan Frary, a committee to provide a suitable room in the City Hall, in which they regularly held their meetings, until 1835. The new Court House and jail being then completed, the city regained possession of the old jail, and fitted it up for city purposes. This was used until the new City Hall was built in 1855, when the city officers were more comfortably accommodated.

The vacated property was purchased by John Davis, a real estate dealer and was known as Davis's City Hall until it was acquired by Mr. M. P. Williams in 1862.

The City Hall was erected in 1786, on the southwest corner of Warren and Fourth streets, but the interior was not finished until Hudson became the county seat, in 1805.

It was a square brick building in the very plainest style of architecture, two stories in height. The upper part was capable of accommodating four hundred people, being used for public purposes, the lower part for offices.

The Mayor's Court was instituted with the charter of the city in 1785. It was superseded by Justices' Courts, and the Police Court.

A seal bearing the device of an anchor with the legend "Hudson Mayor's Court Seal" was adopted. Their meetings were held monthly and at that held in December, 1785, Ambrose Spencer among others, was admitted to practice in the Court.

In 1798, the currency was changed from pounds, shillings and pence, to dollars and cents.

The legislative assembly met regularly in New York city, until the near approach of the British compelled the lawmakers to a hasty retreat. This they accomplished in good order, carrying with them the state archives, and finding an asylum in Kingston. In 1777, Kingston was

burned by the Tories, and the archives were hurriedly removed to the village of Hurley, thence to Poughkeepsie, where in 1778, the Legislature was convened. Its sessions were continued there until the evacuation of New York City by the British in 1783, Washington making his grand entry on the 25th of November in that year, when the assembly resumed its deliberations in that city.

In 1797, during the term of the Hon. John Jay as Governor, it was determined to select a capital of the state, and an exciting contest ensued.

Poughkeepsie and Kingston had aspirations, but the principal competitors for the honor were Albany and Hudson, and Albany secured it by a majority of only *one* vote, reminding one of Browning's pertinent lines:

"O! the little more and how much it is!
And the little less, and what worlds away!"

CHAPTER IX.

Parade Hill—Gazette—Mail Coaches.

Returning to the early records we find that in 1795, it was voted "that the certain piece of land known as the Parade, or Mall, in front of Main street and on the banks fronting the river, should be granted to the Common Council forever, as a public walk or Mall, and for no other purpose whatever."

The "Mall" remained in an unimproved condition for many years, except the erection of a house for "refreshments." This was octagon in shape and was called the "Round House," and the hill, until its improvement in 1834, was called "Round house hill." In that year it was enclosed, walks were laid out, and the name of "Parade Hill" was adopted.

1794, July 24th. It was ordained "that all bread falling short of the established weight, or price, should be forfeited to the city for the use of the poor."

An inspector was appointed whose duty it was to thoroughly enforce the ordinance. The established weight and price, which were kept conspicuously printed at the head of the Hudson Gazette, was as follows:

- Loaf of Superfine flour, 3 lbs. 8 oz., one shilling.
- Loaf of Superfine flour, 1 lb. 12 oz., six pence.
- Loaf of common flour, 3 lbs. 13 oz., one shilling.
- Loaf of Rye flour, 3 lbs. 4 oz., sixpence.

"Walter Johnson was the principal baker, and engaged extensively in the supply of ships, on the corner of Front and Ferry streets." "Mrs. Newberry, who kept a small shop farther up, on Front street, was his rival in the

department of cakes and buns, most of which were sold through the streets in baskets."

In somewhat later years, Ursula Bunker, better known as "Aunt Usley," maintained the dignity of a house full of maiden sisters, by carrying on a domestic bakery. No tea table was deemed complete on great occasions, without a supply of "Aunt Usley's soft tea biscuits."

1799, October 10th. The name of Main street, was by resolution of the Council, changed to Warren. The public were informed of the change by the following notice chalked on the fences, which at that time were mostly red and yellow: "This street is no longer Main Street, but called Warren, by order of the Common Council."

In September, 1799. "The Mayor was reported absent *in town*, Alderman Taylor absent *in town*, the other Aldermen and Assistants absent *out of town*, and the Recorder 'solitary and alone' adjourned the Council to meet on the following day at Russell Kellogg's tavern."

1800, April 7th. Peter Hall was appointed bell-man, "bell to be rung as usual, to be paid at the rate of thirty-eight dollars per year." Jemmy Fraser was promoted to the office of City Crier and to receive a reward of not less than one shilling for every time of service, and not more than three, agreeably to exigencies of the weather."

1801, August 15th. A committee was appointed to procure a clock with three dials, to be placed in the steeple of the Presbyterian meeting-house, and were authorized to loan not exceeding 200 dollars, to be applied with the sum already subscribed and deposited in the bank."

This clock was afterward placed in the steeple of the old Episcopal church.

December 9th, Committee reported that Daniel Burnap was paid 20 dollars in addition to the sum agreed upon, for additional work, and that they had placed the clock

in the meeting-house, and had made provision to pay Deborah Jenkins 200 dollars for borrowed money."

1803, April 1st. It was resolved "that any member of the Council not appearing within fifteen minutes after the hour of meeting, should pay to, and for the use of the Council, the sum of fifty cents. The time always to be determined by the City clock." Mr. Parkman's time-piece had ceased to be the standard.

1799, June 1st. Elisha Pitken was authorized to erect a suitable Market House on the jail square, corner of Warren and Fourth streets. This was the second or upper market.

A postoffice was established in this city in 1793, previous to which time the residents of Hudson were compelled to go to Claverack for their mail.

The first Postmaster was Cotton Gelston and the office was kept in the upper part of his store, a small two-story building on the site of 211 Warren street; his dwelling being at No. 205. Mr. Gelston continued in the office until the election of Thomas Jefferson to the Presidency when he was removed and Alexander Coffin appointed in his place.

Post-riders were superseded by mail coaches in 1786. In that year an act was passed by the Assembly granting Isaac Van Wyck, Talmage Hall, and John Kinney "the exclusive right to erect, set up, carry on, and drive a stage-wagon between Albany and New York on the east side of Hudson's river, for a period of ten years; and restraining all opposition by a penalty of 200 pounds."

They were to furnish at least two covered wagons, each drawn by four able horses, and trips must be made twice each week. Fare limited to four pence per mile.

The company advertised that "during the season of good roads, their stage-wagon would perform the journey in two days, with a charge of only three pence per mile, but that in times of bad roads, for the ease of the passen-

gers, the time of running through, would be lengthened to three days, and price raised to four pence per mile," agreeably to Act of Assembly.

"The stopping place in Hudson was at Kellogg's Tavern." This was the second public house erected in this city, and was on the site of the "Worth." It was kept in later years by Samuel Bryan and was still the stage-house and it was to accommodate the large and increasing travel by stage, that the "Hudson House," now the "Worth," was built in 1837. It was not uncommon at that time, for two hundred passengers to stop here daily for meals, during the winter months, and of the large number of visitors to the Springs at New Lebanon during the summer, the greater part were sent there by stages from this place.

In 1785, the Hudson Gazette informed the public "that they had agreed to establish a post, to ride weekly to Litchfield, Conn., where he will exchange papers with the posts from Boston, Hartford and New Haven." In 1787 the, reminded "the public that the post-rider had ridden almost half a year not asking for pay, he now requests pay in good merchantable goods, grain of any kind, or nax at cash prices." This post-rid also carried small parcels, and executed commissions, being particularly requested by the hair dresser of Hudson, "to bring in all the human hair he could collect on his route in the remote districts."

Ashbel Stoddard was the pioneer printer of Hudson. On the 7th of April, 1785, he, in company with Charles R. Webster, a fellow apprentice in the office of the Connecticut Courant, commenced the publication of a weekly newspaper, called the "Hudson Gazette." In it he points out to the public the many advantages which would result to "our already flourishing place," from the establishment of an impartial newspaper. "Being deprived of these privileges must be seriously felt by Hudson, therefore he had commenced the publication of the Hudson Gazette, to be issued weekly at the rate of twelve shillings

(three dollars) per year; money to be refunded to subscribers who were not satisfied with the paper."

It was a small sheet, not more than eight by ten, printed on paper of a yellowish tint but with fair type. Its delivery was announced for many years by the carrier blowing a horn. Mails were few, one from the east and three from New York each week by stage, beside the post-rider of whom mention has been made.

It seems at first to have received but a poor support, very few advertisements except Mr. Stoddard's own being found in its columns.

The sale of negroes and rewards for runaway slaves were the most numerous. Cotton Gelston advertised a negro as having "walked away being too lazy to run." At a later date Refine Latting a prominent merchant and farmer of Hillsdale, advertised "One cent reward for return of negro girl 'Sal' who ran away from my premises. All persons are forbid harboring her under penalty of the law."

In 1786, Mr. Webster withdrew and the paper was continued by Mr. Stoddard, who greatly improved its appearance. He also published "Webster's Speller" and an almanac which was highly esteemed, many arranging their domestic affairs by its weather table.

In the same year, 1786, the list of letters in the post-office was published for the first time. We give the substance of some of the curious advertisements found in its pages.

Mr. Robardet of Connecticut advertised in the winter of 1785, that he would open a class for "instruction in the polite accomplishment of dancing, after the most approved method." "Scholars would be taken from *seven to fifty years of age*." And this in a Quaker City!

Ambrose Liverpool advertised that he would open a Seminary, where he would teach all the English branches, also Latin and Greek classics; also at convenient times

the principles of several musical instruments, and that he had also *several dozen strong English beer, which he wished to dispose of.*"

"Mrs. Hussey notified the ladies of Hudson that she would be happy to wait upon their commands in millinery, and mantua making after the most approved fashions, regularly received from New York City, at her house on the hill, near the wharf."

Monsieur Hyacinth L'Escure stated that he kept "a choice lot of Essences near the Market House," also that he would furnish cushions to the ladies and queues to the gentlemen, of excellent human hair, for which he would take his pay in wheat, and Indian corn." Monsieur L'Escure had been a drummer under Burgoyne, and was "barber to the corporation," there being no other at this time in the city.

He is described as having a frizzled head, broad low forehead, little black eyes, wide mouth and triangular visage, and was accustomed to walk back and forth before his shop door, humming a tune and snapping his fingers." His dress was in keeping with his person and profession; "a long striped calico gown, a short white apron, tight nankeen small clothes, and ruffled shirt, completed with silk stockings, and yellow slippers."

Hudson's first circus. On August 15, 1786, Mr. Pool advertised "a circus on the green" stating that he was the first American, who ever attempted equestrian feats, and among other wonderful things which he would exhibit, were two horses, which at word of command would "lay down and groan." The price of admission was three shillings, and ladies and gentlemen were "beseeched not to bring any dogs with them to the performances."

The first menagerie consisting of "two camels" was advertised for exhibition; they were described as "stupendous animals," "having necks three feet eight inches long, a

high bunch like a pedestal on the back, four joints in their legs, and can travel fourteen days without water." The curious were invited to come and see them without fail. Admission one shilling.

A few of the many firms doing business here in 1785 were, "Thomas Jenkins, Merchant, who advertised the best West India and New England Rum. Iron, Salt and Dry Goods." "Barzilla and Tristram Bunker, Sail-makers." J. Pritchard, "Taylor and Ladies Habit-Maker, from London." "Thomas Worth, Silk and Stuff shoes, at his shop near the Market House," and "Lot Tripp, Drugs and Medicines."

In 1792, the Gazette was somewhat enlarged and its columns gave evidence of prosperity, "but it was deficient in matters of local interest." Mr. Stoddard's small one-story building located on the south-east corner of Warren and Third streets and known for generations as "Stoddard's Corner," sufficed not only for the publication of the "Gazette," and Sunday school books, but was also the emporium for school supplies of every sort, including goose quills, which were abundantly festooned about the store to become seasoned. Metallic pens were still unknown and school teachers were expected to make and mend the pens for fifty scholars, as well as set their copies.

Liberal subscriptions from the citizens enabled Mr. Stoddard to re-establish his business immediately after the destruction of his office by fire in 1793. He re-built on the same site and resumed the publication of the "Gazette," but in 1803 'or 4, it was discontinued, other political papers having taken the field.

Mr. Stoddard was small and of delicate constitution, but he lived to the age of seventy-eight years, dying in October 1840, a worthy and greatly esteemed citizen.

A semi-monthly literary paper was started in 1824, by

his son, William B. Stoddard, called the "Rural Repository;" it was neatly printed in quarto form, and was highly successful. Its discontinuance in 1851 was much regretted by the many families in which it had been a regular and welcome visitor.

CHAPTER X.

Early Journalism—County Records.

The history of journalism in Hudson during the early part of the 19th century, is a record of almost phenomenal mortality among infant newspapers.

A complete list was compiled in the year 1885, showing that out of twenty-nine journals that had been started in the city since its incorporation, only two, the Gazette and the Republican, and their daily issues survived. In this year of Our Lord, 1908, the list would be longer, but the result would be the same.

Mention will be made of a few of the earlier of these ephemeral productions.

"The Columbian Balance" was commenced in 1801 by Ezra Sampson, George Chittenden and Harry Croswell, in the upper part of a store in Warren street, near Second.

Mr. Sampson was a Presbyterian minister who previous to 1800 was settled over the Presbyterian church in this City as a temporary supply.

Mr. Chittenden was a book-binder and shortly after, he established the well known Chittenden Mills, for the manufacture of paper, in the town of Stockport, which was then a wilderness. He conducted the business successfully until his death in 1845.

Mr. Croswell had been a printer, afterward he became a Clergyman of the Episcopal church, and was settled for many years in New Haven, where he died at an advanced age.

The "Balance" was printed in small quarto form on dingy paper, but being ably edited had a large subscription, and circulated throughout the United States.

It was removed to Albany in 1808, and soon after was discontinued.

Party spirit ran high between the Federalists and Anti-Federalists, the "Balance" being the organ of the former, and the "Bee," which appeared in 1802 of the latter. The columns of both were filled with bitter personalities, which led the editors into frequent difficulties.

Soon after the appearance of the "Bee" a small paper, less than a letter sheet in size, was issued from the office of Mr. Croswell, called the "Wasp" edited by "Robert Rusticoat, Esq." Its object was indicated by the following couplet:

"If perchance there comes a *Bee*,
A *Wasp* shall come as well as he."

It was published but a short time and both "Wasp and Bee" stung with personalities. The "Bee" was published by Mr. Charles Holt in the upper part of Judge Hezekiah Dayton's store, on or near the site of Number 23 Warren street. The lower part of the store was the headquarters of the Democratic Club; "there 'round a red hot stove in an atmosphere blue with smoke, seated on old pine benches and wooden bottomed chairs, with the dust and cobwebs of twenty years undisturbed on the shelves, met the great Anti-Federal fathers of the City."

The Federal Club, of which Elisha Williams, one of the most influential men in the State was the acknowledged leader, always met in the best furnished room of one of the public houses. Each party maintained a large, and well-trained instrumental band, composed of members of the party. Mr. Holt sold out his establishment in 1810 to Mr. Samuel Clark, who continued the publication of the "Bee" until 1821, when it was united with the Columbia Republican.

Another important paper of the day was "The Northern Whig," commenced by Francis Stebbins in 1808. He was succeeded by William L. Stone, afterward of the New

York Commercial Advertiser, who conducted it until 1816, and was succeeded by Richard L. Corse, from whom it passed into the hands of William B. Stebbins, a son of the original proprietor, and was discontinued in 1824.

Its circulation was large, and it was considered one of the ablest Federal papers in the state.

It numbered among its contributors Elisha Williams, William W. Van Ness, Thomas P. Grosvenor, and others of that stamp.

Captain Alexander Coffin was one of the most ardent supporters of the Anti-Federalists. He was a man of strong political prejudices and fiery temperament, but also of great personal respectability, and possessing many noble qualities. After his death his portrait was placed by the city in the Common Council room, where it still remains.

In 1803, Mr. Croswell published in the Balance a violent attack on President Jefferson for which he was indicted by the grand jury of Columbia county.

The case came to trial in February, 1804, in the Court House at Claverack, before Chief Justice Lewis. Attorney General Ambrose Spencer conducted the case for the people, and William W. Van Ness and Alexander Hamilton appeared for the defendant. The trial attracted wide-spread attention, both from the nature of the question at issue, and from the eminence of the Counsel engaged.

Interest naturally centered in the brilliant Hamilton, and the reporter for the New York Evening Post after describing the efforts of Spencer, and Van Ness said—"and then came the great, the powerful Hamilton." "No language can convey an adequate idea of the astonishing power evinced by him." "The audience was numerous, and was composed of those not used to the melting mood, and the effect on them was electric." * * * "As a profound com-

mentary on the science and practice of government, it has never been surpassed."

The Court instructed the jury that they were called simply to decide whether the alleged language had been published, the court would determine the question of libel, and notwithstanding the eloquence and pathos of the defense, the case was decided adversely to the defendant, who was convicted but never punished. It is said to have been the last case in which Hamilton appeared. Five months afterward he fell by the pistol of Aaron Burr.

The following note from the Right Reverend William Croswell Doane, Bishop of Albany, will enhance our interest in the fiery young editor:

Bishop's House,
Albany.

April 16, 1908.

I have no relationship by blood with the Croswells, but Dr. William Croswell of Boston, a son I think of the Rev. Harry Croswell, was my father's most intimate friend, and was my God-father, and I was named after him. What you tell me of the suit in Hudson is most interesting.

Believe me,

Always very faithfully,



After the entry of Rev. Harry Croswell upon the ministry, his first sermon was preached in Christ Church in this city. The occasion drew out a large attendance of his former political friends and acquaintances, and Mr. Croswell solemnly addressed them, telling them "they

had seen how well he had served his political masters, and should bear witness how much more faithfully he should follow the new master, upon whose service he had entered."

The old Court House at Claverack was the arena for many a battle royal between the rival lawyers of the day; men whose names are synonymous with legal lore, keen wit, and scathing invective, there met foemen worthy of their steel.

The first sentence to the penitentiary was in 1798 "two years for grand larceny, and to remain in County Jail until prison is completed."

Robberies and horse stealing seem to have become so common that a resort was had to death sentences. On April 2, 1788, three men were sentenced for horse stealing; in the curious words of the Court, "that having been respectively convicted of the felonies you have severally committed, you shall be taken to the place of execution, and there be severally hanged by the neck until you be respectively dead." A man who stole a bee-hive fared better, his case being put over from term to term and ending finally in an acquittal, notwithstanding the *swarm* of witnesses. Another item found in the early records of the County Courts, though not particularly connected with Hudson, is worthy of note because of a general interest in everything concerning President Roosevelt. On Jan. 12th, 1789, John Bay, attorney at Claverack and the first Clerk of this City, confessed judgment for 45 pounds six shillings, and costs, against Joseph Lee, in favor of James Roosevelt, who kept a country store at Chatham. Mr. Roosevelt married a sister of Peter Van Schaack, the founder of the old family of that name in Kinderhook, and soon afterward removed to New York, where he amassed a fortune in the iron business. Wishing to know

whether Mr. James Roosevelt was a relative of President Roosevelt, inquiry was made at "The White House." The reply was prompt and characteristic.

The White House,
Washington.

May 6, 1908.

I think that was my great-grandfather. Indeed I am pretty sure so, because my great-grandmother was a Miss Van Schaack.

With all good wishes.

Sincerely Yours,

Theodore Roosevelt

Although the calm of the erstwhile peaceful village of Claverack, must have been rudely broken by the whipping-master, and frequent executions, they still clung to the prestige of being the County Seat. It was not until after strong opposition, and considerable contention, that the courts were removed to Hudson in the year 1805, by an act passed by the Assembly entitled, "An act altering the place for holding the courts, in the County of Columbia."

The County buildings at Claverack were sold and the proceeds were expended on the Court House and jail at Hudson.

The City Hall was at once re-modeled, and the Common Council appropriated it to the County, to be used as a Court House.

They also voted the sum of 2,000 dollars, and a lot of land for the erection of a new jail. The present office of the Hudson Register and Gazette is located in the building, that was then erected for a County prison.

The first session of the courts was held in January, 1806, but the Court House was still used for all public assemblages, and was the home of each religious organization in its infancy, until its purchase by the Presbyterian Society.

1806, Jan. 11th. Benjamin Birdsall was voted by the Common Council, forty dollars for his services as committeeman in procuring a change of the County seat. In the year 1800, the population of Hudson was 3,664, ranking third in the state in commerce, and fourth in manufactures.

CHAPTER XI.

Transportation.

In 1785, a committee was appointed to rent and regulate the ferry, which at an earlier date was in the hands of Conrad Flock. Possession was not obtained by the city until 1790, when scows with sails, so constructed that teams could enter from either end were adopted. The keeper was required to furnish "two scows with four able bodied men to each, and on reaching the landing at Loonenburg, it was the duty of some one of the ferrymen, to blow a shell or trumpet, to give immediate notice of their arrival, and to remain there fifteen minutes."

A committee was appointed in April, 1803, to confer with the citizens on the west side of the river respecting a "Canal through the Flats," but they seem to have been apathetic on the subject, and nothing was done until 1816, when the work was performed under the direction of Robert Jenkins, Oliver Wiswall and Judah Paddock, a committee appointed by the Common Council, funds being provided by a lottery. The scows continued in use until displaced by the horse-boat, which was built by William Johnson at a cost of six thousand dollars.

Its introduction was a great event in the history of the city. The Mayor, Robert Jenkins, and a portion of the Council made a trial trip around the flats, when the pilot not yet accustomed to the management of his new craft, collided with a vessel so forcibly, as to bring the official party to a level with the deck.

In 1858, to the great relief of everyone the steam ferry-boat was substituted.

Before the year 1807, all freight and passenger traffic was carried on by means of sloops, of which there were a

number of lines, owned by Coffin, Hathaway, Edmonds, Hogeboom, Van Hoesan and others.

Samuel Edmonds had been with Col. Van Alen, and at his death had succeeded to his business. Captain John Hathaway was an enterprising man of English puritan descent. He advertised that "his sloops had better accommodations than any others on the river," and also said "that he would be pleased to have any body to whom he was in debt, call on him and get their pay, *if they wished it.*" The journey to New York was made by sloops, under the most favorable conditions of wind and tide in twenty-four hours, but more frequently required four or five days an average trip being from two to three days. Fare was three dollars, the Company finding board and lodging, or one dollar and fifty cents, the passengers "finding themselves."

In 1806, two packets were built exclusively for passengers, not even a package of goods being allowed on them. They are said to have been the first vessels constructed in this country for passengers only. They were called "The Experiments," and were commanded by Captains Laban Paddock and Elihu Bunker. Steam navigation was introduced in the following year, owing to which they proved unprofitable. John Lambert, an Englishman stopping here, three months after Robert Fulton passed up, says that on the 22nd day of November, he "embarked on one of the fine new sloops called the 'Experiments,' built expressly to carry passengers between Hudson and New York." "It was fitted up finely, and accommodations were very comfortable; fare for passage five dollars including a bed-place (berth) and three meals a day *"with spirits."* "About nine o'clock we left the wharf, which was crowded with people to see us depart, and having a smart breeze, soon left the City of Hudson behind us." He does not say *when* he reached New York!

On the 17th day of August, 1807, Fulton's steamboat, the

Clermont, passed here through the Western channel, making the passage from New York in thirty-three hours, "without sails or oars, being propelled by a common water wheel, which was moved by the assistance of machinery, with steam." "On her return trip the next day, she gratified the citizens of Hudson by making her passage through the Hudson channel." Every spot which afforded a sight of the river was crowded with people eager to get a view of "the great curiosity."

Not long after her first trip she came from New York in twenty-seven hours, landing here with one hundred and twenty passengers, which fact was considered worthy of a special notice. In the "Bee" of June, 1808, appeared the following curious advertisement:

STEAMBOAT.

For the Information of the Public.

THE STEAMBOAT will leave NEW YORK for ALBANY every Saturday afternoon exactly at 6 o'clock and will pass West Point about 4 o'clock Sunday morning.

Newburgh	7 do.
Poughkeepsie	11 do.
Esopus	2 in the afternoon
Red Hook	4 do.
Catskill	7 do.
Hudson	9 in the evening

She will leave Albany for New York every Wednesday morning exactly at 8 o'clock and pass

Hudson	about 3 in the afternoon
Esopus	8 in the evening
Poughkeepsie	12 at night
Newburgh	4 Thursday morning
West Point	7 do.

As the time at which the boat may arrive at the differ-

ent places above mentioned, may vary an hour more or less, according to the advantage or disadvantage, of wind and tide, those who wish to come on board, will see the necessity of being on the spot, an hour before the time. Persons wishing to come on board from any other landing than here specified, can calculate the time the boat will pass, and be ready on her arrival. Inn keepers or boatmen who bring passengers on board, or take them ashore, will be allowed one shilling for each person.

Prices of Passage—From New York.

To West Point	\$2.50
Newburgh	3.00
Poughkeepsie	3.50
Esopus	4.00
Red Hook	4.50
Hudson	5.00
Albany	7.00

From Albany.

To Hudson	\$2.00
Red Hook	3.00
Esopus	3.50
Poughkeepsie	4.00
Newburgh and West Point	4.50
New York	7.00

All other passengers are to pay at the rate of one dollar for every twenty miles, and a half a dollar for every meal they may eat.

Children from 1 to 5 years of age, to pay one-third price, and sleep with the persons under whose care they are.

Young persons from 5 to 15 years of age, to pay half price, provided they sleep two in a berth, price for each one who requests to occupy a whole berth.

Servants who pay two-thirds price are entitled to a berth; they pay half price if they do not have a berth.

Every person paying full price is allowed 60 lbs. of baggage; if less than whole price, 40 lbs. They are to pay at the rate of three cents a pound for surplus baggage. Storekeepers who wish to carry light and valuable merchandise, can be accommodated on paying three cents a pound.

Passengers will breakfast before they come on board; dinner will be served up exactly at 2 o'clock; tea with meats, which is also supper, at eight in the evening; and breakfast at 9 in the morning; no one has a claim on the steward for victuals at any other hour.

The Clermont had been lengthened, improved, and renamed the North River, before the opening of the season of 1808. These minute regulations were doubtless adopted by her owners when she was then placed on the route. She was commanded by Capt. Wiswall.

The first steamboat owned here was the Legislator, purchased in 1828, by the Hudson Tow Boat Company. As to this, large barges built for the transportation of freight, had been towed to New York by steamboats running from Albany.

The captains of the steamboats in that day were very important personages, wearing a uniform profusely trimmed with gold lace, and carrying a silver trumpet, through which they gave their orders.

The Legislator was soon succeeded by several lines of fine steamboats, which are still plying nightly between Hudson and New York, and daily between Hudson and Albany, and intervening points.

In addition to these we have "the neatest and swiftest steam ferry-boat on the river." So wrote the author of "Historical Sketches of Hudson" in the year 1860.

CHAPTER XII.

Robert Fulton.

Should the reader have become weary of digressions, and aver that this at least is too far afield, the writer can only plead in extenuation the tempting material placed at her disposal, from records in the possession of Robert Fulton's grandson, Robert Fulton Ludlow, of Claverack, New York.

It is hoped that the timeliness of this little sketch may, with its truthfulness prove its own *raison d'être*.

Robert Fulton was born in the year 1765 in Little Britain, Lancaster county, Pennsylvania.

He was of Irish parentage, his father having emigrated from Ireland in 1750, and purchased a farm of three hundred and sixty-four acres, in the town of Little Britain, for which he paid, nine hundred and sixty-five pounds.

There Robert Fulton was born, being the third child and eldest son. The following year the farm was mortgaged and the family removed to Lancaster, where the father died in 1768.

Like many men of Fulton's mould the routine of school life had no attractions for him, much to the serious concern of his master, and also of his mother. He preferred to spend his time in the machine shops and factories in the neighborhood, where he was a prime favorite. He was clever with the pencil in drawing and designing, and when he was seventeen years of age he went to Philadelphia, where he supported himself by painting portraits.

He made the acquaintance of Benjamin Franklin and other distinguished men while there, who seem to have been much interested in him.

So successful was he in his profession, that in four years he saved enough to enable him to satisfy his boyhood's dream, and buy a home for his widowed mother. Selecting a snug little place in Washington county, Penn., he bought it and deeded it to her. "A Golden Deed," one of his biographers calls it, thinking possibly—

"So shines a good *deed* in a naughty world."

Having thus affectionately provided for his mother, and being advised to go abroad for his health which was never very vigorous, in 1791—at the age of twenty-one years, he proceeded to London. Here he was cordially welcomed by Benjamin West, the celebrated artist, then at the height of his fame, and was invited to become an inmate of his home.

Benjamin West was also a native of Pennsylvania and his father was an intimate friend of William Penn.

Fulton's life in London apart from his art studies as a pupil of West, was devoted to the work of perfecting himself as a civil engineer.

It is evident from his correspondence with Lord Stanhope, a portion of which is still extant, that so early as 1783, he entertained the idea of propulsion by steam, while he pursued with ardor the study of canals, which he advocated in place of turnpikes, and in which he never lost interest during his very active life.

Fulton contributed to various London journals on his favorite topic, and published a treatise on "The Improvement of Navigation" illustrated by plates made from his own drawings, a copy of which having been sent to General Washington, was most graciously acknowledged.

In 1797, having been made a civil engineer in '95, Fulton took up his residence in Paris, in the family of the Hon. Joel Barlow, then United States Minister to France. Here he acquired the French and German languages, and also applied himself to the study of higher

mathematics, and other branches of science which completed his equipment for practical work.

On the 3rd of July, 1801, Fulton and three companions tested a "plunger" as he called it, named the "Nautilus," and descended twenty-five feet below the surface of the Seine, remaining submerged one hour. On August 7th, with a store of compressed air contained in a cubic foot of space, the "Nautilus" remained under water six hours, without inconvenience to the occupants. Fulton also invented a crude torpedo which was to be launched from the submarine.

England kept Fulton under close surveillance while these experiments were being made, as she was then at war with France, but Fulton seems to have disliked Napoleon too much to desire to place them at his disposal. An English deputation suggested an interview with a neutral friend in Holland, to which Fulton acceded, spending three months there, but while accomplishing nothing tangible in diplomacy, he made some clever sketches of Dutch character, and scenery.

While the Dutch government was strictly neutral, a private citizen, presumably of Amsterdam, furnished Fulton with part of the money to go on with his experiments.

In 1803, the English Minister made a distinct proposition to Fulton to withdraw from France, and give England the benefit of his inventions. This he consented to do, but on his arrival was surprised and hurt by the unfairness of the English in trials of his torpedoes. "Obtaining permission he blew up a Danish vessel of two hundred tons, as if it had been a bag of feathers," and soon after returned to Paris.

On the arrival of the Hon. Robert L. Livingston as American Minister to France, Fulton's attention was turned afresh to the subject of steam navigation. This meeting of Robert Fulton and Chancellor Livingston was a for-

fortunate event in the history of the steamboat, the one a man of great wealth and business sagacity, the other an inventive and artistic genius.

At once experiments were made with models on the Seine, and ere long, from Fulton's own original specifications was ordered, out of England's best shops, the engine that was to propel the first successful steamboat in the world!

Livingston had previously experimented somewhat on his own account, with the assistance of Brunel who was a French refugee, afterward famous as the Engineer of the Thames Tunnel in London.

So sanguine of success was the Chancellor, that he applied to the Legislature of the State of New York for protection, and a bill was passed granting him the exclusive right to navigate the waters of the state for twenty years, "providing he produced a boat within a year, that would attain a speed of *four miles an hour*."

While the bill was on its passage, Judge Livingston was the butt of the legislature and the standing joke of the callow members; which is not strange when even the learned Benjamin Franklin, and the American Philosophical Society of Philadelphia pronounced the scheme impossible and impracticable, giving weighty reasons therefor. "The project," wrote Fulton, "was viewed by the public with indifference, or contempt, as a visionary scheme. Never did a single word of encouragement, or of bright hope, or a warm wish, cross my path. Silence itself was but politeness, veiling doubt, or hiding its reproaches."

The trial boat built by Livingston at great expense was never used, and the legislative enactment was extended to cover the joint ownership of Livingston and Fulton, until it was finally repealed.

In 1806, Robert Fulton returned to America, and active work on the Clermont (named after Chancellor Living-

ston's estate on the Hudson) was begun at once. The engine did not arrive from England until 1807, and the hull having been constructed in a ship yard on the East River, the boat was completed in August, and ready for her first trip on the 16th of that month.

The boat was launched amidst a crowd of jeering spectators but when "Fulton's folly" demonstrated its inherent wisdom, the jeers were silenced or turned to awe and wonder.

The appearance of the Clermont at night must have been of an order to produce those sensations.

The dry pine fuel sent up a column of fiery sparks and vapor many feet above the flue, and the noise of her revolving paddle wheels was not reassuring.

The white wings of the "Half Moon" two hundred years before, had startled the untutored savages, but they were as the visit of an angel, compared to this fiery monster.

Fulton in his published report, says: "I left New York on Monday at one o'clock, and arrived at Chancellor Livingston's seat at one o'clock on Tuesday—time twenty-four hours, distance one hundred and ten miles. On Wednesday I departed from the Chancellor's at nine A. M., and reached Albany at five P. M. The sum is one hundred and fifty miles in thirty-two hours, equal to nearly five miles an hour. Returning I made it in thirty hours—just five miles an hour."

Fulton also says "that throughout the whole passage both ways, the wind was ahead, so the steam engine had no assistance from his sails." The whole report bears the stamp of real greatness in its modesty and simplicity.

In June, 1813, the New York journals had glowing accounts of a "Notable display of Steamboats in New York harbor, nine being displayed *at once!*" The Robert Fulton for the East River, one each for the Potomac and James Rivers, and three running to Powles-Hook and Hoboken;

a circumstance of no trifling importance, as it adds much to the despatch, certainty and security of the principal ferries." Fulton's steam ferry boat is minutely described as "one of the marvels of the day."

In 1815, when only fifty years of age, Robert Fulton died, worn out by toil and anxiety. A succession of law suits to defend his numerous inventions, hastened the end.

He rests in Trinity churchyard in the city of New York, but his fame undying will live forever in the memory of the American people.

Robert Fulton married a daughter of Walter Livingston, whose spacious country house erected before the Revolution, is still in good preservation. It is situated in the town of Livingston and has been occupied for many years by the Crofts family.

Here after the death of her husband, Mrs. Fulton and her three children resided for some time. She afterward married an English gentleman named Charles Augustus Dale, and removed to England.

Only eleven years after Robert Fulton's death she followed him to the tomb, and was buried among kinsfolk and friends in her native land. A modest monument in the fine old cemetery in Claverack, New York, bears this simple inscription:

Harriet Livingston Dale

Died March 24, 1826.

Aged 41 years.

One of her daughters married Robert Morris Ludlow, whose only child, Robert Fulton Ludlow, resides in the old Ludlow house, erected in the village of Claverack in 1786.

Here are preserved many valuable relics of Robert Fulton, notably a portrait of Fulton painted by Benjamin West and presented by the great artist "to his pupil as a memento." Also a portrait of Joel Barlow, and a variety of sketches painted by Robert Fulton, showing artistic

talent of a high order. The original compass by which the first steamboat *Clermont* was navigated may here be seen, the needle still pointing to the magnetic pole, unmindful of the flight of years, that have witnessed the marvelous development of that mysterious power, which binds the needle's point and flashes in wireless telegraphy, and telephony across the sea.

Although it is not claimed that Robert Fulton's mind was the first to conceive the possibility of applying steam to the propulsion of vessels, it must forever be conceded that the final success of this great invention was due to his genius, persistence, and practical ability.

CHAPTER XIII.

Glimpse of City—Banks—Lodges Instituted.

A glimpse of the appearance of Hudson in 1807 may be obtained from the account given to the press by our "English Tourist," whom we left voyaging to the metropolis on board the packet "Experiments."

Possibly he saw on the beautiful hill just below this city, the rare merino sheep just sent over by Chancellor Livingston, from the noted flock of Prince Rambouillet, near Paris. These were distributed among his different farms along the river, and gave its name to Mount Merino.

Our Tourist says: "In the evening we arrived at Hudson. This town is of modern construction, and like Troy consists of one long street. The houses are of wood or brick, many of them built with taste, and all spacious and commodious. Shops and warehouses are numerous, and there are several large inns from which I conceived that a considerable trade was carried on between this town and the interior. It has the appearance of a thriving settlement and advantageous for commerce. There are several large brick warehouses near the wharves for the reception of goods, and a great many small vessels sail continually between this town and New York.

"Ship building is carried on here, and a vessel of three or four hundred tons was just ready for launching. Several other vessels of that size were also in the harbor."

Another writer of the same date sees only the "commanding views on every side," and says, "With Mount Merino on the south, Becraft's Mountain on the east, fine northern views, and the Catskills, always a delight greet-

ing one's eyes on the west—Hudson is in many particulars without a rival."

A Gazetteer published in 1810, says, "Hudson has a population of nearly 5000, fifty-four of whom are slaves. It has two banks, combined capital two hundred and sixty thousand dollars; four houses of worship, one each for Quakers, Presbyterian, Episcopal and Methodist, and an Academy, a handsome brick edifice beautifully located, with a magnificent view. Also a Masons Lodge and some District Schoolhouses." "But few of the streets are yet paved or lighted by public lamps." "The town is supplied with excellent water from springs conveyed in aqueducts. Principal spring is about two miles from city, foot of limestone hill."

The Gazetteer speaks of Hudson's rapid progress and predicts its continued growth. The population of Albany in 1810 is given, as about 12,000, 254 of whom were slaves.

Compared with the mushroom-like growth of recent cities, especially in our western states, the increase seems small in both Albany and Hudson, but we are reminded that there was but little foreign immigration in those days, and very few facilities for travel.

And while from our standpoint the city seems crude and chaotic, with its many ungraded, unpaved, and unlighted streets, it was doubtless as far advanced in these respects as other cities of the same, or even of an older date.

The following list of such of the inhabitants as were assessed one hundred pounds, and upward, in the year 1797, is taken from the "tax book" for that year, which was certified to as follows: "This Tax Book contains the value of each man's estate, both real and personal, within

the city of Hudson, to the best of our knowledge according to the usual way of assessment "

Hudson, 27th May, 1797.

JACOB DAVIS

JONATHAN BECRAFT

ISAAC NORTHRUP

Assessors.

McArthur, Arthur	£140	Decker, George	225
Allen, Benjamin	160	Dayton, Hezekiah	205
Allen, Howard	200	Dayton, Isaac	100
Alsop, John	400	Elting, James	300
Ashley, William	260	Everts, J. & Sons Est.	180
Barnard, Joseph Est.	210	Ernst, John L.	120
Barnard, Abisha	130	Edmonds, Samuel	180
Bunt, Jacob	250	Folger, Reuben	225
Bunker, Solomon	130	Folger, Benjamin	100
Bunker, Silas	150	Frothingham, Thomas	140
Bunker, Barzilla	120	Frary, Giles	300
Bunker, Elihu	130	Greene, Nathaniel	820
Becraft, Jonathan	230	Gelston, Cotton	415
Bolles, John R.	120	Gilbert, Ezekiel	160
Bolles, Jeremiah	160	Gardner, William	120
Burk, James	100	Goldthwart, Thomas	180
Coffin, Alexander	300	Greene, John	140
Coffin, Jared	135	Hardick, John F.	280
Coffin, David	340	Harder, Jacob, Jr.	250
Coffin, Uriah	120	Harder, John M.	120
Coventry, William	300	Heydorn, Adam	225
Comstock, Thomas	170	Hosmer, Prosper	135
Clark, George	105	Hyatt, James	230
Clark, Daniel	170	Hubbell, Levi	100
Cheanee, Abiel	190	Hammond, Abner	110
Delemater, Dirck	550	Haxtum, Benjamin	130
Delemater, Claudius L.	470	Hogeboom, Peter	540
Delemater, Claudius	150	Hallenbeck, William	320
Dakin, Paul	160	Hallenbeck, Robert	320

Hollenbeck, Mathias	200	Parkman, Thomas	100
Hollenbeck, John R.	180	Reed, Ezra	900
Hollenbeck, William G.	140	Rand, Peter	190
Hathaway, John	500	Race, Jonathan	135
Hoxie, Christopher	160	Riley & Storrs	100
Huyck, Casper Est.	300	Schermerhorn, John	100
Irish, Jonathan	100	Spencer, Ambrose	180
Jenkins, Thomas	2660	Sears, Nathan	100
Jenkins, T. & Sons	1150	Slade, William	100
Jenkins, Seth Est.	850	Thurston, John	120
Jenkins, Marshall	750	Ten Broeck, John Est.	600
Jenkins, M. & Son	310	Ten Broeck, Jeremiah	550
Jenkins, Charles	270	Ten Broeck, Samuel	130
Jenkins, Lemuel Est.	200	Tobey, Seth	325
Jenkins, Deborah	195	Tallman, John	120
Jenkins, Robert & Co.	200	Van Hoesan, J. H. Est.	700
Johnston, Walter	120	Van Hoesan, Abraham	190
Kellogg, Russell	270	Van Hoesan, Peter	290
Lawrence, David	325	Van Hoesan, Jenny	105
L'Escure, Hyacinth	115	Van Hoesan, Peter Est.	100
Mooklar, James & M.	230	Van Rensselaer, H. I.	600
Morgan, James	105	Van Rensselaer, Wm.	430
Morton, Reuben	115	Van Deusen, Tobias	300
Macy, Capt. Reuben	450	Van Allen, Adam	265
Morrison, James	170	Vander Bergh, Peter	165
Moore, Reuben	130	Vander Bergh, James	165
Nixon, James	200	Whittaker, Ephriam	210
Nichols, Samuel G.	150	White, Mrs.	140
Northrop, Isaac	125	Whitlock, Thomas	145
Olcott, Josiah	225	Worth, Shubael	225
Paddock, Stephen	425	Worth, Thomas 2nd	100
Paddock, Daniel Est.	130	Webb, Job	140
Plass, John	435	Ward, Samuel	200
Power, Thomas	233		

This list is interesting not only as showing the growth of the city in wealth during the twelve years since its

incorporation, but it has also served to preserve the names of a portion of our early citizens.

It is recorded that in 1803, the following vote was cast at a charter election "not warmly contested and not a full vote":

Federal.—For Supervisor, Cotton Gelston, 232.

Democratic.—For Supervisor—Jared Coffin, 180.

In 1806, at a charter election a vote of 500 was cast, and in 1807 at a state election, a vote of 700. Until 1815, city officers were elected on a general ticket, and were obliged to qualify on the night following the day of the election. In that year the law in this respect was changed, and the city was divided into two wards, Third street being the line of division.

It is unnecessary to dwell on the ephemeral, political and civic questions which have agitated Hudson, even those of recent date have already become "flat, stale and unprofitable."

As regards national affairs we cannot forbear quoting once more the sapient reflections of the author of "Random Recollections."

After deploring the "decline and fall of that patriot race which guided our country from 1770 to 1790," he continues; "Though we gain in some things we lose in others; we gain in knowledge but seem to fall back in principle," which is as true of today as of 1804. He proceeds to console himself by a contemplation of the sins of the chosen people, on which he expatiates at some length, concluding thus: "But it is incumbent upon us diligently to remember that the transgressions of these later days are not to be cloaked by comparison with those illustrious ancients, whether *Jews* or *Gentiles*"—which certainly leaves the modern sinner without the smallest loophole of escape!

In 1792, the Bank of Columbia was chartered with a capital of \$160,000. It was the first bank organized in

Hudson, and the third in the state, there being at that date but one in each of the cities of New York and Albany.

It occupied a building near the foot of Warren street later known as the Hosmer house, until 1803, when it was removed to the corner of Warren and Second street, going thence to number 231 Warren street. Thomas Jenkins was the first President and under his wise and prudent management it was very strong and successful. After his death in 1808, its affairs were not so judiciously conducted and in 1829 it failed, inflicting grievous losses on both the city and county.

James Nixon was the first Cashier and in this connection we recall the sad downfall of our quondam friend Jemmy Fraser, whose promotion from bell-man to the exalted and dignified office of town crier has been faithfully chronicled in a former chapter. It happened that Mr. Nixon in going late one evening from the office to his home, lost the key of the bank, and after a long and unsuccessful search was compelled, as the last resort to send for Jemmy.

Now truth constrains us to acknowledge that Jemmy's habits had become increasingly bibulous, and his conduct on this occasion was only a too deplorable example of his recent performance of his official duties.

However, he was duly directed to cry the lost key through the streets of the city, with a reward of two dollars to the finder, and was specially charged to let no one know that it was the *key of the bank*. So a little after sunrise Jemmy commenced his round, bell in hand,—ding, ding—ding, ding! "Hare ya! Hare ya!" But early as it was Jemmy's potations had already been numerous, and the boys crowding and shouting at his heels added to his confusion, so he quickly forgot his instructions as to what to say, and more especially as to what *not* to say. Still jingling his bell stoutly he began again: "Hare ya! Hare ya! Lost, between Jamie Nixon's

and twelve o'clock at night, a large kay." Here the boys interrupted him with, "What sort of a key was it?" "Go to the de'il!" cried Jemmy, turning short upon them, "an' I tell ye that, ye'll be gettin' into the bunk wi' it."

For this very natural but injudicious reply, Jemmy lost his position.

The second bank was organized in 1808, called the Bank of Hudson, with a capital of \$100,000. It was located in the rooms vacated by the Bank of Columbia until its own structure at 116 Warren street was completed. It was never a very strong institution and failed in 1819, but with the failure of these two early banks, our dismal record is concluded, there have been none since. Through we know not what of storm and stress our later institutions have passed successfully.

The President of the Bank of Hudson was John C. Hogeboom, Cashier, Gorham A. Worth. After its failure the banking building was never again used for business purposes, and subsequently became the hospitable home of the Hon. Henry Hogeboom, a son of its first president.

The Hudson River Bank, the third organized in this city, was chartered in June, 1830, and in July of that year purchased the property number 231 Warren street, which they occupied until June 17, 1907, when they removed to their new building number 520 on the same street.

Oliver Wiswall was President of the Hudson River Bank until 1855, when its charter expired and the present organization commenced operations under the presidency of Robert A. Barnard.

It was converted into a National Bank in 1865 and Stephen A. DuBois was its third President.

The Farmers' Bank was chartered in 1838, and re-organized in 1865 as "The Farmers' National Bank of

Hudson." They erected their present fine banking building, No. 544 Warren street in 1873.

The Hudson City Savings Institution was incorporated in 1850, and from small beginnings has grown to be a very strong organization. They have occupied the premises No. 230 Warren street for many years. The First National Bank was organized in 1864 and removed to their present convenient location in the Opera House building in 1869.

The oldest public institution in the city of Hudson is that of the Order of Free Masons, a Lodge having been organized in 1786, only three years after the arrival of the Proprietors.

At a meeting called at the public house of Col. John McKinstry a petition was prepared to the Grand Lodge of the State of New York, requesting that "a Charter might be granted them, for the purpose of making, passing, and raising Free Masons." This was signed by eighteen of the most prominent men of the Settlement. It will be remembered that Col. McKinstry's life had been saved during the war of the Revolution, by Captain Joseph Brant, on his giving the masonic sign, and it is noteworthy that a Mohawk Indian Chief was sufficiently civilized at that early day, to comprehend the tenets of Masonry, and prove an acceptable candidate for membership in the Order.

On the occasion of Captain Brant's last visit to Col. McKinstry in 1805, he visited the Hudson Lodge "where" it is said "his presence attracted much attention."

Lodge No. 7, received its Charter in 1787, and the Officers, of whom Worshipful Seth Jenkins was Master, were duly installed by the Worshipful Senior Grand Warden at Albany.

The Lodge continued to hold its meetings in some one of the public houses until 1795, when on petition of Marshall Jenkins and Samuel Edmonds, the proprietors

granted a lot of land on the southeast corner of Union and Third streets "to the Society called Free Masons for the purpose of erecting a building suitable for their use, which must be fifty by twenty-five feet in size and must never be used as a tavern."

The corner stone was laid on June 12, 1795, and the building "with its four gables and a cupola, was considered an ornament to the city." It was dedicated with impressive Masonic rites on December 27, 1796.

On July 4, 1829, it was partially destroyed by fire and a new St. John's Hall was erected on the ruins. In the war of 1812, the lower part of the Hall was used as barracks, for soldiers enlisted under Capt. Smith of the U. S. Light Dragoons and Lieut. Theophilus E. Beekman, recruiting officers.

It was this service that first brought Mr. Beekman to this city, of which he became one of the most prominent citizens. During a row among the soldiers in the barracks which he was endeavoring to quell, he received an injury for which he afterward drew a pension.

If the truth may be told, we fear the dashing Lieutenant did not regret that disabling wound so deeply as he ought, having surrendered to the captivating charms of the pretty daughter of Captain John Hathaway.

For some unexplained reason Captain Hathaway refused his consent to their marriage, and the ardent lovers eloped. After their return they sought parental forgiveness, but in vain, the irate father was obdurate, so they took rooms at No. 253 Warren Street, from whence the weeping bride could look with tear-dimmed eyes across to her beloved home, which seemed closed to her forever.

Captain Hathaway's residence at No. 310 Warren street was well-known for many years as the Beekman house, and was highly prized as one of our choicest survivals of the Colonial period, but it was recently metamorphosed into something new and strange.

In a short time the Captain relented and the young couple were taken home, where "they lived happily ever after."

To return to Masonic matters, from Lodge No. 7, have originated Hudson Royal Arch Chapter No. 6 instituted in 1798. Lafayette Encampment No. 7 of Knights Templar, organized in 1806, now Lafayette Commandery, and Aquila Lodge No. 700 instituted in 1870. In addition to these there are the Masonic Hall Association and the Masonic Club, incorporated in 1897 and 1899 respectively.

St. John's Hall which is the home of all these Masonic bodies was torn down in 1889 and rebuilt on a much larger scale, affording ample and convenient accommodations. One cannot but wish that they had added the "four gables and cupola" of a century ago, when "it was considered an ornament to the city."

The first Lodge of the Independent Order of Odd Fellows in Hudson was chartered in 1824. Allen Lodge No. 92 was instituted in 1843 and Hudson City Lodge No. 389 in 1849. The latter is the only Lodge of that Order now in existence in this city.

The first notable reception of a distinguished guest by the city government, was that accorded to the Hon. John Jay on the fourth day of July, 1792. He came from Albany by way of Kinderhook, and was met at Claverack by a cavalcade of two hundred gentlemen. "After calling on William H. Ludlow," at the Ludlow house, "where they regaled themselves with a glass of wine," they escorted him into the city.

Here he was received by a salute from Frothingham's Artillery, and proceeded to Russel Kellogg's tavern where "an elegant entertainment had been provided," his Honor, Seth Jenkins, then Mayor, presiding. Mr. Jay drank to "*the prosperity of Hudson*" which called out the Mayor in a speech, concluding with a toast to "*the Man of the Day*," to which Mr. Jay replied at some length.

"In the evening a large number of the principal citizens called to pay their respects, and on the following morning the honored guest boarded the sloop Pompey and sailed for the residence of Governor Lewis; amid the acclamations of the people and the firing of cannon. The Hon. John Jay succeeded Governor Lewis in the gubernatorial office and, as previously stated, was Governor of the State of New York in 1797, when the seat of legislation was removed by the General Assembly, from New York City to Albany.

CHAPTER XIV.

The Military—Noteworthy Events.

The military spirit survived quite strongly in all the states after the close of the Revolutionary war, and as early as 1786, Hudson maintained a company of Artillery, commanded by Captain Daniel Gano.

A second company was formed in 1788 called Frothingham's Artillery under the command of Captain Thomas Frothingham, which aided in the celebration of the 4th of July in that year, which was the first observance of the day in this city, and of which we have the following report:

"Fothingham's Artillery ushered in the day with a salute of thirteen guns on the eminence near the river, which with three cheers enlivened the countenances of the very numerous crowd present. At three o'clock in the afternoon an elegant dinner was provided at Russell Kellogg's tavern at which was present a large number of the most respectable inhabitants of the city." "Patriotic toasts were drank, which were announced by a discharge of cannon. The day closed with a most beautiful exhibition of fire-works, at which were present a great many ladies and gentlemen from the adjacent country, who seemed to retire extremely pleased with the evening's amusement."

The day was celebrated annually with much spirit afterward, and as the bitterness of party strife increased political celebrations were introduced, and we have frequent accounts of two celebrations; and occasionally the me-

chanics of the city, apparently disgusted with both parties, added a third.

One party had its orations in the Presbyterian church, the other in the City Hall, and upon one or two occasions the Episcopal church was used.

In 1786, Ezekiel Gilbert is spoken of as Brigade Major, and in 1788, Marshal Jenkins as Adjutant of the Regiment. In 1793, a third company of Artillery existed under the command of Benjamin Haxton called Haxton's Artillery and shortly after, a company of Infantry under the command of Captain Nicholas Hatheway, (who was not related to Captain John Hathaway, and who spelled his name with an e). Hatheway's Infantry wore a uniform consisting of "a black cocked hat, blue coat faced with red, and white or blue pantaloons."

We find no allusion to either of these companies except in the following proceedings of the Common Council on the receipt of the intelligence of the death of Washington.

At a Common Council holden in and for the City of Hudson the 26th day of Dec., 1799. Present Cotton Gelston, Esq.; Recorder, Elisha Pitkin, Paul Dakin, Samuel Edmonds, Thomas Power *Aldermen*, Robert Folger, Robert Taylor, Silas Rand, Rufus Buckus, *Assistants*.

The Council having received certain accounts of the Death of our illustrious, beloved General Washington, and being desirous of testifying their sorrow in the most public manner, do Resolve; "that the citizens be immediately notified to repair to the City Hall, to form a procession to the Presbyterian Meeting House, where suitable prayers will be made by the Rev. Mr. Sampson, and an Eulogy

will be spoken by Mr. Gilbert on the solemn occasion."

"The procession to move in the following order:

Capt. N. Hatheway's Company of Infantry with Arms
reversed and Musick
Muffled & Shrouded
Recorder and Orator.
Common Council two and two.
Reverend Clergy.
Officers of the late Revolutionary Army.
Other Officers Civil and Military.
Citizens, two and two."

"During the moving of the procession, the bell was tolled, all places of business were closed and the citizens wearing crape on their left arms, assembled in great numbers to listen to Mr. Gilbert's touching and eloquent eulogy, commencing with the words, 'He is not dead, but sleepeth.' Upon this occasion Haxton's Artillery fired minute guns."

Following Capt. Hatheway's Infantry came the Wigton Artillery, commanded by Capt. William Wigton, wearing a similar uniform. At this time party feeling was strong and was carried into every department of life. The papers were filled with the most bitter personalities, each party had its club, its bank, and each its military company. The Wigton Artillery was the Republican Company.

The Hudson Greens, a company of Infantry was the Federal Company. Their uniform was "a green coat and pantaloons, black hat and green feather." Harry Crosswell was one of its early commanders.

Both of these companies were ordered off in the war of 1812, and stationed at New York. Shortly after the opening of that war General Winfield Scott, with seven hundred men, encamped over night in this city, on the

open green then lying on the easterly side of the present Court House.

Under the lead of Capt. John Hathaway the General and his men were supplied with wood, coffee and an abundance of the best provisions. "The lighted camp was visited by a large number of citizens, and on the following morning General Scott proceeded on his way North, passing up Warren Street, himself the admiration of the hundreds crowding the sidewalks."

"Captain Hathaway was a generous, public spirited man, at the same time, extremely close and particular in all matters of business. He was an ardent supporter of the war of 1812, and gave liberally in various ways in support of the soldiers."

In the year, 1820, Hudson received a visit from the Cadets at West Point, who encamped on the hill overlooking the South Bay and remained about four days. Their camps covered the entire hill which at that time was of much greater extent than at present.

Hudson at that period being for the first time without a military company, the Cadets were received by a cavalcade of citizens under the direction of a committee appointed by the Common Council. A ball was given by the citizens at Holley's tavern during their stay, and the hospitalities of the city both public and private were so marked and generous, as to draw from them a warm expression of gratitude on their departure. Immediately after this visit the "Hudson City Guards were organized, their uniform consisting of a 'blue coat, silvered buttons, white pantaloons, with a high bucket shaped leather hat, surmounted by a white plume about half a yard in length.'" "It was considered in its day a fine uniform, and the company, always with full ranks and spirited, was the pride of the city."

In the same year, 1820, the Scotch Plaids were organized, their uniform being in accordance with their

name, of bright plaid, trimmed with black, and bright buttons; the cap was of black beaver, low, with a cluster of black plumes in front. "It was an attractive dress and from its novelty is said to have been the favorite company with *young* Hudson." Both of these companies did escort duty on the occasion of the visit of General Lafayette to Hudson in 1824, this city having been one of the first in the Union to send a committee to New York, to meet Lafayette, and to tender him its hospitalities.

In September of that year Lafayette came up the river on the steamer James Kent to visit various places on its banks, and on his arrival at the residence of the Hon. Edward P. Livingston, the Mayor of Hudson, Rufus Reed, and distinguished citizens, Gens. Van Rensselaer and Fleming, and their respective suites, accompanied by the two military companies before mentioned, and the Hudson Brass Band, proceeded down the river to greet Lafayette and escort him to this city.

On their arrival at Clermont, the seat of Judge Livingston, they participated in the festivities provided, and after a short visit at Catskill, reached Hudson about noon on the following day.

Here, it is recorded, "Lafayette met with a reception the most heartfelt and joyous ever bestowed upon man." "He was conducted to an elegant carriage drawn by four black horses, attended by four grooms in livery, and accompanied by a lengthy procession of military and citizens of Hudson and vicinity, under the direction of Col. Charles Darling as Marshall of the day—was carried through all the principal streets, which were literally choked with people—to all of whom Lafayette tried in vain to bow." "Arches of evergreens and flowers were erected at various points, bearing inscriptions of welcome, and that at the head of Warren street, was surmounted by a colossal figure of the Goddess of Liberty, bearing in her hand the Stars and Stripes."

At the Court House, which was filled "by elegantly dressed women," the General was welcomed by his Honor, the Mayor, to whom he replied in a brief speech. Sixty-eight veterans of the Revolution were then presented to him, for each of whom he had a kind word; after them the military officers, and lastly "the elegantly dressed women."

"Dinner had been provided for a great number of people at Mr. Allen's tavern, and over the chair designed for Lafayette was suspended a wreath of beautiful flowers, enclosing an appropriate poetical greeting, while around the room were the most tasteful and elaborate decorations which had been anywhere seen on his journey." "But these labors of love were all lost, the want of time preventing his remaining for dinner." However, "he alighted from his carriage and remained a short time, partaking of a glass of wine, after which he bade the multitude farewell, and proceeding directly to the river, embarked for Albany, about the middle of the afternoon."

The particulars of this reception are taken from the Commercial Advertiser of that date, whose reporter accompanied General Lafayette on his extended tour through the country.

In addition to the Guards and Plaids, there was also at that time an organization known as the Hudson Military Association the only mention of which is in connection with the funeral obsequies of Lieut. Allen, U. S. N.

After the passing of these organizations the military spirit of Hudson seemed to become extinct, and it was some years before the formation of the Hudson Light Guards, afterward known as the Worth Guards, commanded by Captain Edward P. Cowles.

This company did good service as we shall see, during the Anti-rent disturbance, after which it was disbanded and no military organization followed until after the Civil War.

Beside her local military, Hudson has cherished with pride the memory of her noble sons, who won their laurels in the regular service, fighting the battles of their country. Among the earlier of these heroes, was Lieut. William Howard Allen, who was distinguished as an officer of the United States Navy, and very highly esteemed as a citizen.

Lieut. Allen was born in Hudson on July 8, 1790, was appointed a midshipman in 1808, and a Lieutenant in 1811.

In the year 1813, he took a conspicuous part in the engagement between the "Argus" and the "Pelican," and in June, 1822, was given the command of the "Alligator."

On the 9th of November of that year, he was killed while boarding a piratical vessel on the coast of Cuba, whither he had gone to rescue some merchantmen who were held captive.

The intelligence of Lieut. Allen's death cast a deep gloom over the city.

A public meeting was held at the City Hall, at which Alexander Coffin, Elisha Williams, Ambrose L. Jordan, and Doctor Samuel White, presided, and a eulogy was pronounced by the Hon. James Strong.

His remains were interred at Matanzas, but after some correspondence between Oliver Wiswall, then Mayor of Hudson, and the Secretary of the Navy, they were subsequently removed to this city.

On the fifteenth of December, 1827, the schooner Grampus arrived at New York bearing the body of our lamented hero, and was met by a committee deputed by the Common Council, headed by John W. Edmonds and Rufus Reed.

Under the escort of the marine corps, accompanied by Commodore Chauncey, and a numerous body of naval officers, the procession left the Brooklyn Navy yard, and were joined at New York, "by the Common Council and

prominent citizens of that city, in immense numbers, who attended them to the Hudson steamboat in waiting."

Here a salute was fired by a detachment of artillery, and by the marine corps, and the remains were delivered to the Hudson deputation by Commodore Chauncey.

On arriving at this city, the funeral cortege moved to the cemetery, amid the tolling of bells, and firing of cannon, in the following order:

Hudson City Guards.

Columbia Plaids.

Athens Lafayette Guards.

The Military under command of Col. William A. Dean
with standards furled and drums muffled.

The Reverend Clergy.

The Corpse,

Borne by Lieuts. Gregory, Hollins, Newman, Coxe and
Mull, the

Midshipmen Lynch and Nichols. Mourners including
Messrs. Bloodgood, Schermerhorn, Lawrence,
Pinckney of the United States Navy.

Hudson Military Association.

Brigadier General Whiting and his suite.

The Mayor and Recorder

Aldermen

Assistant Aldermen

Clerk and Marshal of the City.

Clerk and Sheriff of the County.

Committee of Arrangements.

After the committal of Lieut. Allen's body to the grave, near that of his mother, the funeral service was read by the Rev. Mr. Stebbins, and a volley was fired over his tomb by the military. The procession then returned to the United States Hotel where it was dismissed.

At three o'clock, p. m., the Naval Officers sat down to a public dinner in company with about one hundred citizens and the evening was spent at the hospitable mansion of Col. Livingston. On the following day the offi-

cers paid their respects to the Mayor and departed amid the roar of cannon, with the heartfelt gratitude of the whole city for their generous attention on this occasion.

The correspondence between the Naval Officers and the Committee is subjoined.

Hudson, December 21, 1827.

The officers of the Navy assembled on the present melancholy occasion, reciprocating the sentiments expressed by the citizens of Hudson, return their thanks for the imparalleled tribute paid to the memory of their late gallant associate. They at the same time return their acknowledgments for the liberal hospitality which has characterized the whole proceeding; and in departing, beg leave to say, that whether applied to the individual or professional standing of their departed member, the conduct of the citizens, is alike honorable to their feelings and principles as men and patriots. Laboring under emotions too powerful to be conveyed in adequate language, they tender the committee a grateful and affectionate farewell.

Hudson, December 21, 1827.

The committee of the City of Hudson, in acknowledging the favor of the officers of the navy, assembled on this occasion of paying the last honors to the memory of the lamented ALLEN, gladly avail themselves of this opportunity to assure those gentlemen of the high sense entertained by this whole community of the obligations conferred upon them, by the attendance of individuals deservedly distinguished for their public and private worth; as the committee cannot entertain a doubt that the lives of those officers of the Navy will be as honorable, so they cannot but hope that their deaths will be as glorious,

and their memories as much respected as that of the gallant and unfortunate William Howard Allen.

By order of the committee.

DAVID WEST, Chairman.

William A. Dean, Secretary.

The fine marble monument which marks the grave of Lieut. Allen was erected to his memory by the citizens of his native place in 1833, and on the extension of Federal street to Fifth, two years later, it was with one accord renamed Allen street in honor of Lieut. Howard Allen.

Major General William Jenkins Worth was another of those early heroes whose fame adorns the annals of this city, and whose remains should also have found a resting place among his kindred. General Worth was born in Hudson in the fine old dwelling number 211 Union street on March first, 1794. He was a son of one of the original proprietors, and entered the United States Army during the war of 1812. He served with distinction, and at its close was brevetted Colonel, and appointed Superintendent of the Military Academy at West Point. He rendered valuable service in the Seminole War in 1841-'42, and was given a command with rank of Brigadier General in the war with Mexico. Here he greatly distinguished himself both at the siege of Vera Cruz and at the storming and capture of Monterey, in recognition of which he was brevetted Major General and presented a sword by Congress.

General Worth visited Hudson in 1844 and received from his fellow citizens a warm reception, and a valuable sword as a testimonial of honor and esteem. This sword and several others presented by the United States government and by various cities, are preserved in the State Library at Albany.

General Worth died of Cholera at San Antonio on May 7, 1849, and was buried in New York, the citizens erect-

ing a handsome monument to his memory, on Madison Square, in that city.

In recounting these public occasions of various kinds, we are conscious of a genuine satisfaction amounting to a pardonable pride in noting how creditably the Hudson authorities acquitted themselves on them all.

The dwelling to which allusion has been made as the birth-place of Major General Worth, is a noteworthy example of the survival of the fittest, as applied not solely to the house, but in an especial manner to the owner, who is a lineal descendant of General Worth. The building has not only wonderfully escaped the ravages of "times effacing fingers," but also the more ruthless rage for improvement, which has improved beyond recognition so many of our noblest Colonial structures.

Under the wise and skillful restoration of its present occupant, it has received all the modern accessories to comfort and convenience, and still has retained, and even accentuated the style of the period of its erection. Whether the ancient virtue of cordial hospitality, now unhappily waning, has not also been retained and accentuated, is left to the decision of those who are its fortunate recipients.

CHAPTER XV.

Public Library—Early Physicians—Post Office.

Notwithstanding the manifold distractions attending the enterprise on which the proprietors had entered, it is pleasing to note that so early as 1786, they established a circulating library, called the Hudson Public Library, of which Shubael Worth, one of their number, was for many years the Librarian. The books, to the number of three hundred, were kept in the store of Mr. Worth, which he built on the northwest corner of Warren and Second streets.

Books were furnished subscribers on the following accommodating terms:

Four dollars per year, one dollar and twenty-five cents per quarter, and to occasional readers, at the rate of two cents per day. Subscribers were allowed "to keep books as long as desired, except books new, and in great demand, which must be returned within one week;" "for the use of the books, persons could pay either in money, or desirable books."

Notice was given that persons desiring to subscribe, could do so by leaving their names at the printing office of the Gazette.

We like to think that it was in this literary pasture that General Worth was wont to brouse, and that the taste for letters here cultivated by his niece Lydia Worth, was transmitted to her son, John Worth Edmonds, and joined to his native talent, led him eventually to the Bench of the Supreme Court.

It appears also in her later descendant, to whom we have previously alluded, in an insatiable love for books.

Debating societies were much in vogue at an early day,

the debates being so popular as to draw large audiences. A small library collected by one of these societies named the Franklin Hall Association was chartered in 1837 as the Franklin Library Association.

It occupied a room which was fitted up especially for its use, at an expense of four hundred dollars, on Union street nearly opposite the Episcopal Church.

From this small beginning grew a membership of two hundred and fifty, possessing about twenty-five hundred volumes, sustaining an annual course of lectures, and with an income of nearly fourteen hundred dollars.

The first lecture before the Association was delivered by Prof. Horatio S. Potter of Union College, in 1838, in the old Episcopal Church; his subject was "Truth." The able and well-beloved Bishop may have recalled that early experience, when visiting Hudson in later years. Horatio Potter was an Uncle of Henry C. Potter, both of whom were Bishops of New York.

Before leaving the period of the Proprietors, mention must be made of the excellent physicians who became residents of the city, immediately after its incorporation. An early writer says, "Hudson was noted for its eminent physicians," an eminence which has been well maintained to the present time.

Doctor Wheaton, who also kept a drug store, was the first who came, and was soon followed by Doctors Tallman, Malcolm and White, all of whom were established here before the close of the 18th century.

Doctor Wheaton is spoken of as a careful judicious practitioner. His first residence was near the foot of Warren street on the southerly side, but he afterward built the large brick dwelling number 243 Union street, which was for many years the home of Mr. Israel Platt, and still later the residence of Mr. George Gibson.

In 1791, Dr. Wheaton formed a partnership with Dr.

Moses Younglove, who was celebrated for his successful treatment of the smallpox.

Doctor Younglove had a most thrilling experience in the war of the Revolution. He entered the army from the eastern part of the Country as Brigade Surgeon to General Herkimer, was taken prisoner at the Battle of Oriskany by the infamous Captain Butler, stripped of clothing and valuables, and after receiving every possible insult, was turned over to the Indian allies, to be killed.

In some way he managed to escape, but he never recovered from the effects of the horrible tortures that were inflicted upon him.

Doctor Younglove died on Jan. 31, 1829, and his ashes lie beneath a handsome monument in our cemetery. Not far away lie the remains of "Doctor John Milton Mann, who was drowned while crossing the river from this city to Athens, Aug. 24th, 1809, aged 43 years." It is said that the accident which thus deprived the community of a most valuable life, was entirely caused by the clumsy mismanagement of the scow then in use.

"Doctor Mann was born in Attleborough, Mass., he was educated at Brown University in Providence, Rhode Island, and came to reside in Hudson in the year 1800."

This city is indebted to him for the introduction of vaccination, "though here as elsewhere the philanthropic enterprise was obliged to contend with prejudice, and misrepresentation."

"The Common Council of Hudson, of which body he was a member, voted that they would attend his funeral and wear crape on the left arm thirty days on account of their respect for his character and their regret for his loss." The city also erected his monument.

No member of the medical profession in Hudson's early day, attained so wide a reputation for ability and skill as did Doctor Samuel White. His superiority as a surgeon as well as a general practitioner, aside from

his remarkable success as an alienist, made him known throughout the state, and gave him a large practice. In 1882, he established an institution for the treatment of the insane in the building now owned and occupied by the Hudson Orphan and Relief Association on State street. Here he associated with him his son, S. Pomeroy White, and they continued this humane work until the opening of the State Asylum at Utica, and were successful in curing a large proportion of the hundreds of patients received.

Dr. S. Pomeroy White was born in Hudson in 1801, and died in New York City, on June 6, 1867. He like his father became distinguished both as a medical practitioner and a surgeon, performing operations new to the profession in this vicinity, which demanded the highest courage and skill. He removed to New York in 1833. Dr. George H. White, the youngest son of Dr. Samuel White, was also a well known and successful physician. His health failing, he went south but received little benefit, and returning home, died in his 51st year. Both Dr. Samuel White and Dr. John M. Mann were charter members of "The Columbia County Medical Society," which was founded in 1806, and members of the committee appointed to prepare its Constitution and By-laws.

Recurring for the last time to the minutes of the proprietors, we find them making a final disposition of their affairs preparatory to terminating their existence, as a corporate body.

1795, March 9th. The proprietors deeded to the Common Council "all streets and lands not theretofore appropriated, to be opened by them at their discretion, whenever it would benefit the public; also the burial ground presented to the proprietors, excepting such part as was enclosed by the Society of Friends, and to be conveyed to them."

When we recall the fact that nearly all the proprietors

were Quakers, we cannot but admire the generous cordiality with which they responded to the requests of every religious denomination, donating grants of land freely to all "without money and without price," and thus furnishing a commendable example to saints of a later day.

It is with great reluctance that we take our leave of this unique and picturesque body of men, with the following closing minute:

1810, May 23rd. The last meeting of the proprietors was held; being duly warned. Stephen Paddock was elected Moderator. Erastus Pratt, Clerk. It was announced that provisions had been made for the delivery of the proprietors' books, plot of the city, etc., to the Clerk of the city, and for the passage of a law by the Legislature for a confirmation of all the divisions made by them."

We have before alluded to the violent opposition manifested by Cotton Gelston to the surrender of the books and minutes to the Common Council, and we may imagine that it was in the midst of great excitement and commotion that the motion was made and carried to adjourn *sine die*.

Their meetings had necessarily been more frequent than these extracts would indicate, but the proceedings related principally to the disposition and exchange of their lots, or "public squares" as they termed them, and to the laying out of the "public roads" or streets.

On the whole the proprietors had every reason to feel satisfied with the result of their labors, while furnishing in themselves a most remarkable instance of unselfishness and fidelity.

In all that body of men, associated together for more than a quarter of a century in a common business enterprise, not a single individual proved faithless to the pledges given, or recreant to the trusts imposed.

Many of the original proprietors, including the Jenkins brothers had passed away before the date of this last

meeting. Seth Jenkins lived but ten years after coming to the settlement, and Thomas Jenkins as we have said, died in 1808, but each left a deep and lasting impress upon the character of the city. The last survivor of the pioneers was Captain Alexander Coffin who died in 1839, in the ninety-ninth year of his age. His personal characteristics have been previously described, but his life was filled with incident and variety, quite worthy of mention.

In 1774, he carried back to London as passengers on his ship, the consignees of the tea which had recently served to furnish forth the "Boston tea-party." He was twice captured by the British during the Revolution, and was bearer of dispatches from Benjamin Franklin in Paris to the American Congress.

Captain Coffin was elected Mayor of Hudson in 1821, serving one term, and held the office of postmaster continuously for nearly twenty-three years. The office was kept in his house, which was at first a frame building on the site of 116 Warren street, afterward he resided on the south-west corner of Warren and Second streets.

The postoffice of Hudson has always been a migratory institution, each successive postmaster finding for it a new place. During one term it was housed at No. 247 Warren street and in 1842 Justus McKinstry being postmaster, it was installed in the dwelling erected and occupied by him, No. 311 on that street.

The office was then located for some years in the Hirst building, removing to the City Hall in 1867 and thence to its present quarters in 1886.

The money order system was introduced in 1864 and the Free Delivery on October 1, 1887. Mr. Henry R. Bryan the present postmaster, has held the office since April 1, 1899, having received his appointment from President McKinley.

Through the persevering efforts of General John H. Ketcham, who was for many years our faithful Represen-

tative, an appropriation of seventy-five thousand dollars was made by the 59th Congress, in the spring of 1907, "for a Post Office building at Hudson, New York."

A fine site was purchased in February, 1908, on the corner of Fourth and Union streets, and it appears to be quite certain that in the near future the city will have a convenient and permanent home for the mails.

Returning for a moment to the house of Justus McKinstry, it is perhaps worthy of note as having been the first dwelling that was plumbed in Hudson.

The date was about 1855, and the innovation was considered by many to be a very questionable, if not dangerous improvement.

Mr. Theophilus Beekman and his wife were still living in the Hathaway (or Beekman) house opposite, at that time. Mr. Beekman was a very fine looking old gentleman, in a gay flowered dressing gown, or driving a high stepping horse; and was always accompanied by two dogs.

CHAPTER XVI.

Churches—Clergy—Christian Association.

As we have seen a larger proportion of the original Proprietors were adherents of the Quaker faith, and in 1784, the year following their arrival at Claverack Landing, they built for their use a simple and convenient house of worship. The second religious organization formed in the City of Hudson was that of a Congregational body.

In the year 1790, Marshall Jenkins applied to the Proprietors "for a grant of land, on which to erect a place of worship." The lot deeded to them was on the corner of Allen, then known as Federal street and Second. On this was erected a plain brick structure, surmounted by a spire of considerable height, from which a charming and unbroken view of mountains and river was to be had, while it was itself a conspicuous ornament to the landscape.

In the belfry was hung the bell which rung by Jemmy Fraser, for the modest stipend of 16 pounds per year, (paid by the city), summoned the laborer to his daily toil, and announced at noon and night, the welcome hour of rest.

The edifice was as plain within as without. A huge sounding board overhung the high pulpit, and high-backed pews and green blinds, complete the picture. The walls were kept clean with whitewash which, with candles seem to have been a heavy tax upon the Trustees' fund.

The church applied for admission to the Presbytery at Albany in 1794, and called the Rev. Mr. Thompson as pastor, at a salary of 175 pounds per year.

Among the early supporters of the church were Ambrose Spencer, Elisha Williams and Martin Van Buren.

In 1833 the trustees were instructed to purchase the old Court House and lots, on the corner of Warren and Fourth streets, "for a sum not exceeding 4,000 dollars." On this site the congregation proceeded to erect their present church building, which they remodeled in 1876.

The society also owns the building 439 Union street, which they purchased for a parsonage.

Believing that there was room for another church organization in the city, a few members of the Presbyterian church, with other citizens met at the office of Joseph D. Monell for consultation. Being desirous that the new organization should be of the Reformed Dutch order, they made application to the classis of Rensselaer, and on the 20th day of September, 1835, a society was organized by a committee consisting of Rev. Messrs. Andrew Kittle, Peter S. Wynkoop and Richard Sluyter, bearing the name of The First Reformed Protestant Dutch Church of Hudson.

Their first services were held in the old Court House, and the first sermon was preached by the Rev. John B. Hardenburgh, then of Rhinebeck, later of New York City.

The present church edifice was completed in the following year, and was dedicated on December 18, 1836. The sermon on the occasion was preached by the Rev. John H. Van Wagnen, from the text "And it was at Jerusalem the feast of the dedication and it was winter:" John 10.22. The church building was enlarged in 1866, and the interior remodeled, the exterior still retains its early Dutch architecture.

A commodious and pleasant Parsonage on Allen street was purchased at an early date.

In 1795, John Tallman and John Powell presented a petition in behalf of the Episcopal society "for a grant of land on which to build a house of worship." The Wardens finally selected a lot on the corner of State and Second streets. The building was commenced immediately

but owing to pecuniary embarrassments, was not entirely completed until 1823. The name Christ Church was adopted in 1802, and the first service held was on Christmas day of that year.

In 1803, a parochial charity school was established in connection with the church which numbered forty scholars. Their first organ was erected in 1811 at a cost of four hundred and fifty dollars.

The old church was occupied, until the year 1857, when their new and beautiful edifice on Court street was consecrated by Bishop Horatio S. Potter.

A convenient Chapel and rectory have been added, thus completing a most attractive and commodious church property.

For many years Christ Church sustained the Chapel of All Saints in the suburbs of the city, besides rendering substantial assistance to churches and missions in other parts of the country.

All Souls' Church had its inception in a Sunday School taught by Mrs. E. M. Cookson on the Academy Hill. The work had a remarkable growth and in 1861 was organized a mission. In 1864 a Chapel was built and in 1887, it became a separate parish. It has always received the fostering care and assistance of Christ Church.

The Baptist Church was organized at the house of H. P. Skinner in 1810. They worshipped for a time in the Mayor's court room in the Court House. In 1818 they removed to the corner of State and Fourth streets, where they remained until the completion of their present church in 1861. A Sunday School was founded by this church in 1820, which is said to have been the first organization for the religious instruction of youth in the country.

The Methodist body early applied through Samuel Wigton, for a lot on which to build. In 1790, the Proprietors gave them their choice of any lots not previously granted,

and they selected one on the corner of Diamond and Third streets on which they built a small frame building.

This was followed by the erection of a brick structure in 1825, which they afterward exchanged for lots on which their present commodious church was erected in 1853.

They also own a pleasant parsonage on North Fifth street.

The organization of the Universalist Church was formed in 1817, and was followed by the erection of a modest edifice on the corner of Third and Allen streets, within the year.

The society continued to worship there until 1867 when the building now occupied by them was completed.

The adjoining house has been acquired, which gives them a convenient parsonage.

There are three Lutheran Churches in Hudson, the oldest St. John's dating from 1866, was organized by the Rev. William Hull, and worshipped in the old Universalist Church until their present building was erected in 1869.

St. Matthews German Evangelical Lutheran, was incorporated in 1869, and Emanuel Lutheran was formed from a division in St. Matthew's Society, in 1893.

All have church edifices that are adequate and convenient for their requirements, and the Emanuel Society has also its own cosy parsonage.

St. Mary's Church parish was organized in 1841, its members worshipping in St. John's Hall until the completion of their present church, which was dedicated in 1849.

A parochial school was sustained by St. Mary's parish from an early date, and in 1899 St. Mary's Academy was built, giving them a well equipped educational structure.

In 1907, the Italian residents of the city purchased a portion of the site of the first "Market House" as it was called, and have erected thereon a Catholic church for their use.

A small body of Hungarians were granted the use of the First Reformed church in the early part of the year 1908 for their services, which presages a suitable building for them at some future time.

These facts disclose an unsuspected foreign element in the population of the city, which is of comparatively recent growth.

There are also two Jewish organizations, consisting of the Hebrew, and New Hebrew synagogues.

Hudson has two Afro-American churches. The Zion Methodist Episcopal, dating from 1855, and St. John's Methodist, which was organized by seceders from Zion church in 1873.

This brief review of the churches of this city, although necessarily incomplete, brings to our loving remembrance the faithful ministers of the gospel, and the many saintly men and women who have prayed and labored to make these churches what they are; who

"Wrought in a sad sincerity;
Themselves from God they could not free:
They builded better than they knew,—
The conscious stone to beauty grew."

It is quite impossible to treat the subject of the clergy of Hudson in detail, only a few of the names that have floated down through the generations may be mentioned.

That of the Rev. Bildad Barney is quite too fascinating an alliteration to be passed unnoticed. His parents doubtless wished to commemorate Bildad the Shuhite of Biblical history. His pastorate in the Presbyterian church was of brief duration.

The Rev. John Chester (afterward D. D.) was a tireless worker, whose fame has been familiar to our fathers, and thence to ourselves. He in addition to his pastoral work edited a magazine and labored for the resuscitation of the "African School" as it was called.

At his installation the customary dinner was provided at Messrs. Nichols and Bements, at which the Mayor and corporation were invited to dine with the Presbytery.

The Rev. Dr. John Gosman was one of the profoundest theologians of his day, yet so simple and so lovable that he was greatly successful in his work. He was especially effective when he forgot to bring his sermon from home, and as he said "had to shake it out of his sleeves."

When he soared too high, or delved too deeply for his people to follow, they probably thought with the old Scotch woman, that "it had a heavenly sound."

The Rev. Dr. Henry Darling, tall, dignified, the quintessence of clerical courtesy, afterward President of Hamilton College; and then recurs the opposite personality of the Rev. Dr. David D. Demarest, small of stature, but of excellent mental gifts, and fine scholarly attainments. He had the distinction of rearing four sons for the ministry, one of whom is now the President of Rutgers College at New Brunswick. The Rev. Dr. David D. Demarest held the position of Professor of Pastoral Theology in The Theological Seminary of the Reformed church, during a period of thirty-three years, until his death in 1898.

The Rev. Dr. William S. Leavitt is still warmly cherished in many households, who anticipate with pleasure his annual visit to his friends here. The record of the Rev. Dr. William Watson is one of long and faithful service, and of excellent results, in building up the Episcopal church in this city. He was followed by a long line of able and devoted rectors, two of whom, the Rev. George F. Seymour, and the Rev. Sheldon M. Griswold, subsequently became Bishops, the former of Springfield, Ill., and the latter of Salina, Kansas.

A spray of rosemary "that's for remembrance" is laid upon the grave of that saintly man of God, the Rev. Dr.

William Henry Gleason, and with his name we will close these brief sketches.

There are a hundred others who have labored with equal zeal and devotion in the churches of Hudson, and who deserve an extended recognition, but a limited space forbids.

The Hudson Young Men's Christian Association was organized in May, 1866, largely through the influence of Mr. James Gifford, who had been for some years an active member of the Boston Association.

Temporary rooms were secured at 118 Warren street, which, becoming too small, the second floor of the building number 403 Warren street, corner of Fourth was rented.

These commodious rooms were handsomely furnished by the ladies of the city, and were thrown open to the public on November 27, 1866.

A small library was gathered from the generous gifts of friends, and the indefatigable efforts of Dr. John C. DuBois, who voluntarily served as librarian for several years.

After two or three removals the Association purchased its present permanent home at 435 Warren street on April 18, 1895, at a cost of 12,000 dollars.

This building was readily adapted to the purposes of the institution, and the addition of a well fitted gymnasium in 1902, at an expense of 9,000 dollars, completed the usual appointments.

It is centrally located and with its ample accommodations, the membership of two hundred would seem to be pleasantly housed.

A city which, from the proportion of saloons to the population has won the unenviable distinction of standing second on the list in the state, should sustain "The Christian Association" in self defence. Let the stranger who invariably comments on the number of saloons on

our principal thoroughfare, be enabled to observe at least one public effort to provide a proper, and congenial place for our young men to congregate.

If there must be "cakes and ale" it is regrettable that they should be so numerous and so blatantly dispensed; and also that the appropriation of the Sabbath, for the celebration of the fêtes of the foreign element, should be permitted. It is a privilege which is rightfully refused to the native born citizen, even in the case of his one great national holiday, the Fourth of July.

These undesirable features of the continental Sabbath, not only break its quiet calm with noisy explosives, but fill our streets, until a late hour, with a rollicking crowd of holiday-makers.

CHAPTER XVII.

Schools—Private and Public.

The Hudson Academy was chartered in 1807 and the erection of a building was commenced at once, the land for that purpose having been donated by Capt. Seth G. Macy, who built and occupied the fine residence now owned by Capt. Lathrop in Stockport—(then a part of Hudson). Capt. Macy established the works afterward purchased by Joseph Marshall, and so widely known as Marshall's Print Works.

The site on which the Academy stands is greatly admired for its beautiful prospect. The hill was at that time covered with fine forest trees which extended south beyond Mr. Ten Broeck's line, and west to the Public Square.

The first teacher employed by the Trustees was Andrew Carshore, a man noted for his ability, and among those who subsequently filled the position were the Hon. Amasa J. Parker, late Justice of the Supreme Court of this state, and Josiah W. Fairfield.

Judge Parker writing in 1885 of his early acquaintance with the Academy, first as a pupil and afterward as Principal, a period extending from 1819 to 1827, says: "The Academy building was charmingly located on Prospect Hill, and in part surrounded by a beautiful grove, of which classic Greece might justly have been proud, a grove where the muses might well have lingered. Later vandalism destroyed it, and ("horresco referens") converted it into cord wood!"

A school for Young Ladies was opened in connection with the Academy.

"Salary of the Preceptress was one hundred dollars per

year, tuition four dollars per quarter, for higher English, languages and mathematics, and two dollars for lower." "Rates for board were one dollar and fifty cents per week, and persons taking pupils to board became responsible for their tuition." "Conveyances were provided for Young Ladies to and from their residences, both for those of the city, and those boarding here from abroad," thus leaving no excuse for non-attendance in inclement weather.

Only one dividend of 50 cents a share was paid on the stock, and it became of no value, but the returns from the Academy in the form of educational advantages have never been computed. As nearly every man of prominence in Hudson and vicinity, was at some time a pupil there, they must have been considerable.

The Hudson Select Academy in South Third street was built in 1813, by an association of which Seth Jenkins (who was a son of the original proprietor), was President. It was not very successful, and Mr. Jenkins made a great effort to secure the passage of an "Act by the Legislature granting to the Academy the fishing grounds in the vicinity of Hudson, with the right to impose a tax on all persons fishing upon them, the income to go to the institution." He was strongly opposed, and failed in his attempt, but it gave to the building the name of the "Shad Academy," by which it was known until its final discontinuance for school purposes.

The improved Public Schools, which are more conveniently located drew the patronage from the older Academy and it was closed for a time, but was reopened in 1867, and thoroughly renovated.

It was conducted successfully for about twenty years, but the establishment of a High School, furnishing all its advantages free of cost, proved the finishing blow to its support.

The Academy building is now the property of the

Board of Education, and has fallen into a state of innocuous desuetude, which if continued, must end in its eventual disintegration. This is deeply regretted by many who deprecate the obliteration of the old landmarks, and who hope the venerable institution may again become of use.

The first house erected on Prospect Hill was the residence of Captain William Ashley, later the home of Mr. George McKinstry, and still known as the McKinstry house. The privilege of naming the hill was to be given to the individual who should first erect a dwelling there, and Captain Ashley claimed it. After some disagreement with others interested, he declared that "he named that hill Prospect Hill, and Prospect Hill it should be." A very appropriate name, for it affords a prospect which, for extent, beauty, and variety, is rarely equalled.

Prospect Avenue was not named until about 1863. It was a wretched country road, full of ruts and holes until that date, when the residents constructed the present well built street at their own expense, and kept it in order. They also planted the trees on either side, thus making it one of the most attractive approaches to the city.

The private schools of Hudson were noted in early, as well as later years, as being of a high order of excellence. Mention is made of a Female Seminary in the earliest files of the Gazette, and Classical Schools for boys were successfully conducted by Andrew Huntington, Ebenezer King and the Rev. J. R. Coe. They were succeeded by the Rev. E. Bradbury, whose school was situated on the corner of Union and Second streets.

It is perhaps not generally known that Major Marshal H. Bright, the able editor of the "Christian at Work" was born in the house just alluded to, and that he was buried in our cemetery in 1907.

In 1848 the Misses Peake established a "Young Ladies

Seminary," that for more than thirty years attracted the patronage of the best people of the city and vicinity.

It was located at Number 216 Warren street with a fine schoolroom in the adjoining dwelling. Miss Elizabeth Peake, the head of the institution, was a person of superior mind and culture, and was the author of two very excellent books, one "Pen Pictures of Europe," and the other a "History of the German Emperors," which necessitated research in the great libraries of Germany, and exhibited great ability.

The Hudson Female Academy was opened in 1851, in the building now owned and occupied by the Hudson Orphan Asylum, and under the direction of the Rev. John B. Hague was very prosperous. In 1865 it was removed to number 31 Warren street and was soon afterward discontinued.

The Misses Sarah and Cornelia Skinner established a "School for Young Ladies" in 1867 in their home on Warren street. Their accommodations soon became inadequate and in 1870 they built the convenient school building number 281 Union street, where they continued deservedly popular for many years.

Private kindergartens prepared successive generations of children for the graded schools, and both invaded the province of the private schools, and combined to greatly lessen their number.

Although a number of grants were made by the proprietors for school purposes, no provision seems to have been made for free education before 1816.

In September of that year, a number of gentlemen met at the "Library room," to consider the practicability of establishing a Lancaster School in this city. These schools were so named from Joseph Lancaster, an English educator who as early as 1808, had opened schools in various towns in England, for the partly gratuitous instruction of the children of the poor.

Mr. Lancaster came to America in 1818 and was quite as successful in prosecuting the work here, as he had been in England and Canada. He opened a pay school in New York City, at a later date, which was a complete failure, and he died in 1829, in straightened circumstances.

The meeting resulted in the organization of the "Hudson Lancaster Society" which was incorporated by an act of the Legislature passed on April 15th, 1817, with the following Trustees:

Elisha Williams	Judah Paddock
James Strong	Thomas Jenkins
Robert Taylor	Prosper Hosmer
Daniel Coffin	Josiah Underhill
Patrick Fanning	Samuel White
Samuel Plumb	Robert Alsop

Thomas Bay.

Subscriptions to the amount of thirteen hundred dollars were received and the erection of a brick building was at once commenced, the Common Council having granted a lot for the purpose on the south-west corner of Fourth and State streets. The school was opened on Oct. 13, 1817. It was not wholly a free school, one hundred scholars at first receiving gratuitous instruction, the number afterward being dependent upon the financial condition of the society. For its support it received from the Common Council the school money, the excise fund, and that from lottery licenses, the balance being raised by individual contributions. A committee of the Trustees visited the school monthly, and no scholar was admitted without the inspection of a physician, if requested by a teacher, and no pupil was retained in the school who was not kept clean and decently clothed.

The first teacher employed by the Trustees was Josiah Underhill. He received five dollars per year for

each free scholar, and those who were able to pay for tuition were charged at the following rates: reading and spelling, one dollar per quarter; reading and writing, one dollar and fifty cents, with addition of arithmetic, two dollars, with grammar or geography, two dollars and twenty-five cents, if both those branches were taught, two dollars and fifty cents. Thus was the mental pabulum served up, *à la carte!*

Three hundred and forty-one pupils were admitted during the first two quarters. In 1828 the number of children in the compact portion of the city, between the ages of five and sixteen, was reported, as being 1,012.

Steps were taken in the same year 1817, for the support of an "African School" in connection with the Lancaster.

Annual contributions, varying from twelve to twenty-five dollars, were promised by the different religious societies, and, with fifty dollars from the Council and twenty-five from the Lancaster Society, a school was immediately established in the old Methodist church on Third street; not now standing. This school languished for want of adequate support, and was finally closed in 1833.

The Lancaster School was sustained until 1841, when the Trustees conveyed their property to the Common Council and the public schools were organized.

The city was divided into three districts, sites were selected for school-houses in the upper and lower districts, and the Lancaster building was occupied as number two, or the middle district school.

The act of the Legislature incorporating the free schools provided for three superintendents, and the first persons appointed by the Council, were Oliver Bronson, Josiah W. Fairfield and Cyrus Curtiss, who were "authorized to purchase the sites, and have suitable buildings erected."

The High School was organized in 1879 and was fol-

lowed by the organization of the Board of Education in 1881.

Application having been made in 1884 the Hudson High School was recognized as the Academical department, and received under the visitation of the Regents of the State of New York. In the same year a single School Superintendent was substituted for the three previously appointed, and William P. Snyder was the first, who occupied the position.

Provision was made for the High School in 1887 by the erection of the building on the corner of Sixth and State streets, now used for the Grammar School. This proving insufficient, in 1889, the Trustees of the Hudson Academy offered the city the free use of the Academy, which had been closed for three years, and also made all necessary repairs.

The Common Council gladly accepted this means of temporary relief, and the High School was placed in possession on October 14, 1890, with ceremonies befitting the occasion. In the winter of 1892-3 "A special act of the Legislature empowered the Board of Education to build a High School building, commensurate with the increasing necessities of the educational system of Hudson." The centrally located site of the old Lancaster structure was used for this purpose, and ample, and convenient accommodations were provided, at a cost of 34,000 dollars, to which may be added the sum of 9,456.22 expended for a new heater, during the year 1908. A simple and attractive building was erected in 1902 for the use of the Third or lower district, called the Allen street school, which brings the amount invested in school buildings up to 90,000 dollars. The number enrolled in all grades is 1,350. Thirty-seven teachers are employed, and total disbursement for year ending on August 1, 1908, was \$37,849.86.

A serviceable working library has been in use for many

years, and by judicious purchases under the care of the Board of Education, is of increased value, as a necessary adjunct of the schools.

The addition of manual training about six years ago, and a commercial and shorthand department, added during the past year, have both been very successful, and are of great advantage to the pupils.

There seemed to be a manifest unfairness in furnishing the training necessary for admission to college, or technical schools, and doing nothing in the way of special preparation of the mass of scholars, who will pursue an ordinary business career.

The establishment of a night school during the past winter, was also a step in the right direction, and with a larger appropriation, many of its difficulties can be surmounted.

The effort to beautify the grounds surrounding the Public School buildings, which was begun in 1898-9, was highly commendable, and has resulted in making them not only an ornament to the city, but must also exert a refining influence upon the children. The power of environment cannot well be overestimated, and the addition of pictures within the rooms, to the beautiful flowers growing without, cannot fail to produce a most beneficial effect on the esthetic development of youth.

It will readily be seen that the average child in this city possesses all the needful opportunities for obtaining a thorough education. With a competent superintendent, a corps of faithful, well trained teachers, and the watchful services of the ubiquitous truant officer, it is difficult to see how an average child can escape. But it has been aptly said "you can lead a young man to the University, but you cannot make him think!"

In simple justice to the noble men and women, who have devoted the best years of their lives to the Public Schools of Hudson, it should be said that both schools

and teachers, have always ranked with the best in the state, in places of this size. Many of our teachers have risen to high positions as educators, notably Edward P. Waterbury, who was at the time of his death, and for many years previously, the President of the State Normal School at Albany.

Hudson has shown a strong desire to possess the best advantages for the education of her children, since an early date. She was among the first to organize a Lancaster School, the forerunner of the Public Schools, which she was also quick to adopt as soon as they came in vogue.

Her private schools were of so superior an order, and so universally patronized, that the free schools were possibly not fostered to the extent they otherwise would have been, and doubtless the reopening of the Academy in 1867-8, had a deterrent effect upon the establishment of a High School. But the initial movement for that event, emanated from the Principal and Trustees of the Academy, with the full knowledge that here, as elsewhere, it would probably supercede that institution, and that the occupation of the Principal, like Othello's, would be gone!

Happy is it for Hudson that she felt and responded to the grand wave of educational progress, which during the past twenty-five years has swept over our land. It argues hopefully for her future development in every respect, and on the highest lines.

CHAPTER XVIII.

The Hudson Bar.

A consideration of the legal luminaries of Hudson is now in order.

In the early part of the 19th century the local bar was conspicuous for its brilliancy, and it seems probable that in no place of its size were there congregated so large a number of remarkable men. Drawn thither by the rapid growth, and prospective enlargement of the city, they took up their residence here, and Hudson became noted for the eminence of its legal talent. This reputation has been well sustained throughout the intervening years, and there has been no time, when Hudson has not been ably represented in the highest courts of the state.

Foremost in this galaxy of talent was Ambrose Spencer, who was born in Salisbury, Conn., in 1765, was graduated from Harvard in 1783 and entered the office of Mr. John Bay in the Village of Claverack, in 1785.

Mr. Bay was a lawyer of high standing and wide reputation in his profession, and was at that time Clerk of the City of Hudson.

This office he relinquished in favor of Mr. Spencer, who then removed to this city.

Mr. Spencer pursued his legal studies with such enthusiasm, that when he was admitted to the bar his ability and acquirements were already recognized, and he was soon employed in cases of the gravest importance.

Offices of trust were showered upon him and he became in quick succession, Attorney General of the state, a Judge of the Supreme Court, and Chief Justice, from which office he retired in 1823.

Mr. Spencer's wife, with whom he had eloped soon after

his 18th birthday, "was a woman of a lovely nature and a fine mind." She was the mother of six sons, all of whom were born in Hudson, and two daughters, who were born after their removal to Albany. Mr. Spencer was a potent factor in the policies of the day, and impressed everyone with the depth and sincerity of his convictions. Strength seems to have been his most striking characteristic, strength mental, moral, and physical.

He was a man of deeply religious temperament, and became a member of the Episcopal church some years before his death, which occurred in 1848, in the eighty-third year of his age.

John Canfield Spencer, the eldest son of Judge Ambrose Spencer, also rose to high distinction, and was the recipient of a variety of honors, of which mention can be made, of only the most important.

John C. Spencer was born in Hudson in 1788, and after finishing his college course, studied law in Albany, and was admitted to the bar in 1809. He was appointed Secretary of State in 1839, was made Secretary of War in 1841 and Secretary of the Treasury in President Tyler's Cabinet, in 1843. Mr. Spencer formed an intimate friendship with M. de Tocqueville during his visit to this country in 1838 and annotated his great work on "The American Democracy." Mr. Spencer died in Albany in 1855.

Martin Van Buren was the only President of the United States that Columbia county has produced, if we except the Hon. Samuel J. Tilden. Every unprejudiced person, whatever his party affiliations may be, will now admit that Mr. Tilden was rightfully elected to the Presidency. He was prevented from taking his seat by measures familiar to all, but it is certain that old Columbia was entitled to the honor of having a second son in that distinguished office.

Martin Van Buren was born in the Village of Kinder-

hook in 1782, and was educated at the Kinderhook Academy. At the age of fourteen he entered the office of Francis Silvester to pursue his legal studies, and in 1803, was admitted to the bar. Mr. Van Buren married Miss Harriet Hoes, who died in 1819, leaving four sons; he never remarried. Early in 1809 he removed to Hudson and formed a partnership with Cornelius Miller the father of the late Hon. Theodore Miller.

Mr. Van Buren's advancement was rapid. In 1812 he was elected a State Senator; in 1815, Attorney General of the state, and in 1828, upon the death of Governor De Witt Clinton, he succeeded him as Governor. This office Mr. Van Buren resigned soon after, to become Secretary of State in the Cabinet of President Andrew Jackson.

In 1831 Jackson appointed him Minister to England and while there he evinced great ability as a Statesman and diplomat, impressing everyone by his grace and charm of manner.

The Senate failed to confirm his appointment and on his return in 1832, Mr. Van Buren was elected Vice President on the ticket with President Jackson, by a large majority.

In 1836 he was elected President of the United States, and was the first person of Holland descent, to hold that office, Mr. Theodore Roosevelt being the second.

Mr. Van Buren was a candidate for re-election in 1840, and also in 1848, but was defeated.

In 1841, he purchased the Van Ness place in Kinderhook, called Lindenwald, and to this he now retired, and, as he says in his will, "passed the last and the happiest years of my life as a Farmer in my native town."

Mr. Van Buren passed away in 1862, deeply lamented by all who knew him.

Washington Irving lived at Lindenwald for a time as tutor to the children of Peter Van Ness, and while there wrote some of his well known Sketches.

John Van Buren, a son of Martin Van Buren, was born in Hudson, in the brick house, opposite the McKinstry place, in 1810. He was graduated from Yale in 1828 and studied law with Benjamin F. Butler, his father's former partner.

After his admission to the bar in 1831, Mr. Van Buren accompanied his father as Secretary of Legation on his mission to England, and on his return six months later, he opened an office in Albany, for the practice of his profession.

In 1845, Mr. Van Buren was elected Attorney General of the state, and assisted District Attorney Theodore Miller, in the prosecution of the Anti-rent leader, Smith A. Boughton, known as "Big Thunder."

The case came to trial in March, 1845, before Judge Amasa J. Parker, and resulted in the disagreement of the jury. The second trial in the following September, will be found at length in the sketch of Judge John W. Edmonds.

Mr. Van Buren visited England and Ireland in the year 1838, on professional business, and was received with the most marked attentions. It was from dancing with the Princess Victoria during this visit, that he was called "Prince John."

Mr. Van Buren was a man of undoubted talent, and of unusually attractive personal appearance. He died on the Steamship Scotia, while returning from Europe in 1866.

William W. Van Ness was born in Claverack and commenced his legal studies in the office of John Bay at the age of fourteen, which he completed in the office of Chancellor Livingston in New York.

Mr. Van Ness married the daughter of Mr. John Bay and after his marriage removed his office to Hudson. Governor Morgan Lewis, appointed him a Judge of the Supreme Court in 1807, and he remained upon the bench

fifteen years, after which he opened an office in New York. He was an ornament to his profession and his judicial career was a most brilliant one.

He died in Charleston, South Carolina in 1823.

Benjamin F. Butler was born at Kinderhook Landing, now Stuyvesant, in the year 1795. After careful preparation he entered the law office of Van Buren and Miller, in Hudson in 1811. He accompanied Mr. Van Buren to Albany and after his admission to the bar they formed a partnership which continued until Mr. Van Buren retired in 1828, leaving Mr. Butler with a very large and lucrative practice. He was appointed to the office of Attorney General in Jackson's and Van Buren's Cabinets, but he is especially noted as one of the Revisers of the Statutes, having been associated with John C. Spencer in this work in 1824. For this duty Mr. Butler was peculiarly fitted by his previous training and by his ability, enthusiasm and endurance.

Mr. Butler should not be confused with General Benjamin F. Butler of Massachusetts, who became notorious during the Civil War, and who was a man of entirely different, and inferior qualities.

In the year 1818, Mr. Butler married Miss Harriet Allen, a sister of Mrs. Nathan Chamberlain, well-known to the older residents of Hudson, and of Lieut. William H. Allen, whose tragic fate has been related in a former portion of this history.

Mr. Butler died in Paris, in 1858.

Among the famous lawyers of his time none was accorded a more prominent place, as an orator and publicist, than Elisha Williams. He was born in Pomfret, Conn., in 1773, and was of a noted family.

After a rather limited preparatory training he studied law with Ex-Chief Justice Tapping Reed of Litchfield, Conn. When not quite twenty years of age, he started out to seek his fortune, and opened an office in Spencer-

town, Columbia county, then an important and promising village.

Two years later he married Miss Lucia Grosvenor, the daughter of his guardian, and in 1799, removed to Hudson, where he spent the subsequent years of his life.

Like all great orators he was the idol of his immediate locality, but his great talent soon won for him a reputation, and a practice not limited even to the state.

Mr. Williams is described as a man of imposing figure, with a countenance of manly beauty, beaming with intelligence, a voice of soul-subduing sweetness, and a brilliant wit.

As the leader of the Federal party many offices were pressed upon him, but he declined them all, except that of Member of Assembly, and of the Constitutional Convention of 1812.

Mr. Williams was President of the Bank of Columbia, in this city for some time and resided for many years on the place now owned by Richard Aitken.

Early records of the Presbyterian church mention Ambrose Spencer and Elisha Williams among the attendants at those services.

Elisha Williams died in New York, in 1833.

Closely associated with the name of Elisha Williams is that of his great rival Ambrose L. Jordan, who was born in the Town of Hillsdale, in this county in 1787. After his admission to the bar, he removed to Cooperstown, where he quickly rose to a high rank as a lawyer. In 1820, he came to Hudson and here continued the practice of his profession. Mr. Jordan is said to have been the perfection of intellectual and physical manhood. Tall, erect, of a commanding presence, with a most expressive face, and an eye which in moments of excitement flashed like an eagle's."

His oratory was of the highest order of forensic eloquence, his voice soft and musical as a flute, and our

family annals glow with the brightness of his wit. Mr. Jordan's quickness at repartee and also the amenities of the bar in those days, are illustrated by the well known anecdote, of his verbal encounter with Elisha Williams. In the course of an exciting trial, in which they were the opposing counsel, Mr. Williams took occasion to remark—"You, sir, have brass enough to make a brass kettle," "and you, sir," quickly retorted Jordan, "have sap enough to fill it."

In 1824, Mr. Jordan purchased the Columbia Republican, changed its politics from Democratic to Republican, and with his brother, Allen Jordan, and later one or two others, published it successfully until 1834.

Many important offices were proffered Mr. Jordan, but he seems to have preferred the professional to the official life, although after his removal to New York in 1838, he became a member of the constitutional convention from this county, and succeeded John Van Buren as Attorney General of the State of New York.

Mr. Jordan was a man of untiring industry and his conscientious devotion to the interests of his clients, coupled with his great ability, procured him an immense practice.

He was employed as counsel for the Anti-rent leaders, whose trial will be a part of the succeeding sketch. During Mr. Jordan's residence in New York, his professional business became so large, that he associated with him his son-in-law, Edward Clark, and among their clients was Singer, the inventor of the sewing machine that bears his name, who had become involved in expensive litigation to protect his patents.

Through the sound advice, and sagacity of his lawyers, he was extricated from his difficulties, and enabled to exploit his invention successfully.

After Mr. Jordan's retirement from practice, Edward Clark purchased an interest in the Singer Company, the stock of which became immensely valuable.

Mr. Jordan's death occurred in 1865, and he is buried on the brow of the hill, in our beautiful cemetery, near the flower-bordered grave of Alfred Corning Clark, whose widow became the wife of Bishop Henry C. Potter, lately deceased.

In this "City of the Dead," a crowd of well-remembered forms, and dear familiar faces, throng the halls of memory, and so instinct with life were they, it would seem that,

"E'en in their ashes live their wonted fires."

CHAPTER XIX.

The Hudson Bar—Continued—Anti-rent War.

At the close of the Revolutionary War a young commissioned officer, named Samuel Edmonds, who had left college in Rhode Island, when a mere lad to join the patriot army, found himself on his discharge, with only his horse and equipments and a small amount of continental money as his sole possessions.

He came to Claverack Landing and was given employment by Colonel John Van Alen, with whom he remained until his death. Young Edmonds then started in business for himself, in which he was successful, and became one of the most prominent citizens of the new City of Hudson. He married Lydia, daughter of Thomas Worth, a son of Shubael Worth, one of the original proprietors, and an uncle of the renowned General William J. Worth.

John W. Edmonds, the son of Samuel and Lydia, was born in Hudson March 13, 1799, was prepared for college at the Hudson Academy, and was graduated from Union College in 1816.

He entered the office of Van Buren and Miller, and after his admission to the bar commenced the practice of law in this city.

In 1824, the Hudson Gazette was purchased by Oliver Wiswall and some other leading Democrats, and young Edmonds was engaged as editor at a salary of *three dollars a week*.

Mr. Edmonds removed to New York in 1837 and was soon immersed in an extensive and lucrative practice. He attained a high position among the legal lights of the day, and in 1845, after holding various offices, was appointed a Judge of the First Circuit Court, and in Sep-

tember of the same year presided at the second trial of the Anti-rent leader Smith A. Boughton, known as "Big Thunder."

The Anti-rent war as it was called, grew out of the wide-spread discontent of the tenants of manorial leases, by the terms of which they bound themselves to perform certain services, and deliver annually certain products of the soil to the landlord, in payment for the use of the land.

These leases were dependent on a life or lives, at the close of which the land reverted to the landlord, and the tenant was compelled to seek a home in some other locality. Naturally this destroyed any spirit of enterprise, or desire for improvements, and houses and farms plainly showed the result. In sections where tenants had been allowed to purchase their farms, the buildings were of the most approved pattern and the land was cultivated with care, showing thrift and prosperity. Emissaries from these more favored localities came to stir up the discontented tenants, and fan their irritation into open resistance.

Bands of armed men, masked and disguised as Indians, paraded through the towns and speeches of the most inflammatory character were made, especially inculcating their war cry "down with the rent." Some years earlier the grandfather of Judge Henry Hogeboom, Cornelius Hogeboom had been killed by the rioters, while discharging his duty as sheriff, and his wife had passed away soon after from grief and shock.

It can readily be seen that the office of sheriff of this county, was neither safe or desirable at that particular time, but Henry C. Miller, the father of Stephen B. Miller, author of *Historical Sketches of Hudson*, was not a man who would flinch in the performance of his duty. In attempting to serve some writs on December 12, 1844, he had been overpowered by the Anti-renters, who with

loaded pistols had taken them from him and burned them. On December 18, during one of their lawless meetings at Smoky Hollow, now Hollowville, a young man named W. H. Rifenburgh was shot and killed.

Sheriff Miller now determined upon the capture of the ring leaders and accompanied by Joseph D. Monell drove at once to the village, which is about six miles out. The crowd had largely dispersed before their arrival, being doubtless somewhat frightened at the tragic result of the meeting, and they found the leader, Smith A. Boughton, alias "Big Thunder," and his principal accomplice Mortimer C. Belding, known as "Little Thunder," sitting quietly in a back room of the tavern, divested of masks and firearms.

The Anti-renters made but slight resistance and were speedily placed under arrest.

Their followers around the door put up a fierce fight to rescue them, but with the assistance of his aids, the sheriff hustled them into a carriage and soon had them safely lodged in the Hudson jail.

The city was wild with excitement. Rumors of a rescue and threats to burn the jail were rife.

Armed patrols of twenty citizens in each ward were established; and the Hudson Light Guard, Captain E. P. Cowles, was ordered to be in readiness at a moment's notice. A large number volunteered their aid from Catskill and a smaller force came from Athens.

The whole county was aroused in behalf of the prisoners who after a preliminary examination had been remanded for trial at the spring term of court.

Meetings were held at which the most violent speeches were made, and men and money were freely offered for their release.

A proclamation was issued by the Mayor, Cyrus Curtiss, calling for the enrollment of five hundred minute men, and a company of one hundred were enlisted for thirty

days, under Captain Henry Whiting, late of the United States Army, and stationed at the Court House with four pieces of artillery. An attempted rescue was frustrated by this precautionary measure. These bodies of citizen troops were placed under the command of Colonel Charles Darling, and were ordered to "rendezvous at Davis's City Hall in case of alarm."

"Arrangements were made by which the approach of a hostile force would be known and reported long before its arrival, and notice given the citizens by ringing the bell of the Presbyterian Church."

At the request of the Common Council the Albany Burgesses Corp, under Major Franklin Townsend, came down, but the unrest increasing rather than diminishing, Governor Bouck was finally appealed to, and four companies of infantry from Albany, and one of cavalry from New York, were ordered here.

These were quartered at the various hotels and upon the boats then wintering at the wharves.

"Hudson presented the appearance of an armed encampment. Sentinels walked their lonely round night and day, and the streets resounded with martial music, and the tramp of soldiery." After the first apprehension of danger had passed, the bright uniforms lent an aspect of gayety to the city, and an additional attraction to the dancing Assemblies.

Bands of disguised men continued to fire upon officers of the law and destroy their papers, but with the protection of small detachments of soldiers many arrests were made, and comparative quiet was restored. Aside from these excursions the stay of the Military here was a lengthened holiday, the monotony of which the grateful Hudsonians did all in their power to relieve.

The officers of the various companies were lavishly entertained by the Mayor and other prominent citizens, and

the Light Guard gave a ball at the Hudson House in their honor.

Their ranks were not thinned by the enemy they came to meet, and the only hair breadth escape recorded was the firing on a sentry of the Emmet Guards stationed at the Hudson House, (The Worth) "by a solitary horseman at the midnight hour." One of the columns on the front portico received the bullet, the mark of which is still plainly visible. Not the slightest clue to the individual who fired it, was ever obtained.

The Anti-rent leaders were captured on the 18th of December, 1844, and it was not until the end of January, that the troops were gradually withdrawn, having been here over a month.

A grand review of the whole force, including Light Guard, Home Guard, and Volunteers, was held by the Mayor, followed by a parade furnishing a military display, probably never since equalled in Hudson.

As has been stated the case of Boughton was tried at the March term, 1845, before Judge Amasa J. Parker, and resulted in a disagreement of the jury, this was owing to the difficulty of obtaining witnesses for the prosecution.

A second trial was set down for the following September, and in the intervening months District Attorney Theodore Miller, labored assiduously to procure testimony. The county was filled with those who sympathized with the tenants—whose grievances were unmistakable, un-American and indefensible, a struggling remnant of feudalism in a free country. But nevertheless they must be taught that a resort to violence and bloodshed, would not be tolerated, and that the sanctity of the law must be uphold.

The case came on at the time set, Judge John W. Edmonds presiding. As in the previous trial Attorney General John Van Buren assisted District Attorney Theodore

Miller, and Ambrose L. Jordan and James Storm were employed for the defense.

The trial lasted over four weeks and attracted the widest attention. It ended in the conviction of Smith A. Boughton and a sentence of imprisonment for life, but he was pardoned by Governor Young, after serving only a short time.

The ends of justice however were attained, the conviction of the leader put an end to Anti-rentism in this county forever. His accomplice Mortimer Belding was allowed to go free.

The Landlords became dissatisfied with the returns from their investments, and the sale of the lands to the tenants, solved the whole difficulty, and farms and buildings took on a different aspect.

During the heated debate of the second trial, the learned counsel, John Van Buren and Ambrose L. Jordan, became involved in a personal encounter. Judge Edmonds after administering a calm and dignified rebuke, committed them both to jail for twenty-four hours, for contempt of court. The imprisonment was not very severe, the parlor and office of the sheriff being assigned to them respectively, and both within the limits of the Court House. Profuse apologies were made on the following morning, and the case proceeded as though nothing had happened.

Judge Edmonds was elected a Justice of the Supreme Court in 1847, which office he resigned six years later.

After the death of his wife in 1850, he became a staunch believer in Spiritualism, and until his death in 1874, was active in the advocacy of that doctrine.

Judge Edmonds left minute directions for his funeral and interment in the grave with his wife. The bar of New York had erected a handsome monument to the

memory of Mrs. Edmonds in the Hudson cemetery, and on a space left for the purpose is engraved:

John Worth Edmonds

Born in Hudson March 13th 1799

Died in New York April 5th 1874

Death joins the ties that death destroys.

CHAPTER XX.

The Hudson Bar—Continued.

Hon. Theodore Miller, who as District Attorney was largely instrumental in procuring the conviction of the Anti-rent leader, was born in the City of Hudson in 1816.

He was the son of Cornelius Miller, whose brilliant career was terminated by his early death, and of Beulah, a daughter of John Hathaway, one of the early settlers of Hudson.

Mr. Miller was educated at the Hudson Academy, and pursued his legal studies in the office of Campbell Bushnell, at that time one of the leading lawyers of the city. After his admission to the bar, he threw himself at once into the politics of the day, and was soon known as a forcible and eloquent speaker. In 1843, Mr. Miller was appointed District Attorney for Columbia county and the following year the Anti-rent troubles broke out, and his admirable discharge of the arduous duties of the office, paved the way to the higher rewards of his profession. Mr. Miller was elected a Justice of the Supreme Court in 1861, and at the expiration of his term was re-elected without opposition.

This was followed in 1874, by his election as an Associate Judge of the Court of Appeals.

Mr. Miller's many years of practice at the bar, and his wide experience both at Circuit and General Term, together with his habits of industry and research, enabled him to achieve distinguished success as a jurist. On May 16, 1886, having reached the age of seventy years, Judge Miller was retired under the limitation as to age.

After his retirement he passed most of his time at

his old home in Hudson, surrounded by his friends and family, until August 18, 1895, when the end came.

The kindness and sincerity of Judge Miller's nature endeared him to a wide circle of friends, and his brave and cheerful endurance of the sad affliction of the loss of his sight, evoked the deepest sympathy from them all. "He endured as seeing the invisible."

The name of Joseph D. Monell stands out prominently in the annals of Hudson during the Anti-rent period. He was born in Claverack in 1781, and was educated at the school of Andrew Carshore, a teacher of wide repute in that day.

Mr. Monell practiced law in Cherry Valley and in Claverack, removing to Hudson in 1806, after it became the County Seat.

He held various positions of trust in both City and County, and was most highly esteemed for his strict integrity and excellent abilities.

His son, Claudius L. Monell after practicing his profession in Hudson for a time removed to New York, where he became a judge of the Superior Court of that city.

Hon. Edward Pitkin Cowles, was born in Connecticut, and was graduated from Yale College. He came to Hudson soon afterward and studied law with Ambrose L. Jordan.

On his admission to the bar he opened an office in this city, in 1840, and associated with him, his brother, David Smith Cowles.

Judge Cowles removed to New York, in 1852, and was appointed a Justice of the Supreme Court of this state, in 1855. After his retirement from the bench he continued the practice of his profession until his death, which occurred in 1874.

During the residence of Judge Cowles in Hudson, he formed a military company, named the Hudson Light Guards, afterward the Worth Guards, which has been

mentioned, as being the only military organization in the city, when the Anti-rent war broke out, and as rendering excellent service in the emergency.

Their uniform, which was a very handsome one, was gray with red stripes and facings and large bear skin hats.

The company was disbanded soon after the removal of Captain Cowles to New York.

Hon. Josiah Sutherland, who rose to high distinction in the legal profession, was born at Stamford, New York, was graduated from Union College in 1825, and finished his law studies in the office of Bushnell and Stebbins in this city.

Mr. Sutherland began the practice of law in the town of Livingston, and in 1831, was elected District Attorney of Columbia county, an office which he held twelve years.

In 1838, he removed to Hudson, and formed a partnership with his brother-in-law, Robert McClellan. With the exception of two years spent in Washington as a Representative in Congress, Mr. Sutherland continued to reside in this city until his removal to New York, in 1851.

Judge Sutherland served two terms as a Justice of the Supreme Court, declining the office of United States District Attorney, proffered him by President Buchanan.

He was elected City Judge of the Court of General Sessions, which office he retained until his retirement from public life.

He died in 1887, deservedly esteemed and regretted by all who knew him.

The so-called round dances were first seen at a large and brilliant party given by Judge Sutherland, during his residence at 115 Warren street, which was purchased soon after by the Hon. John Stanton Gould.

Hudson society hardly knew whether to be shocked or amused, so it decided to be both!

The Comtesse de Boigne in her delightful *Mémoires*, tells an amusing anecdote of the reception accorded these undignified successors of the stately minuet, in England. "No English lady ventured to waltz until the young Duke of Devonshire on his return from the Continent praised its grace and beauty, observing that a woman was never seen to better advantage than when waltzing. This assertion was passed from mouth to mouth, and at the next ball, all the young ladies were waltzing. The Duke admired them greatly, but added carelessly that "he at any rate had decided never to marry a lady who waltzed."

The Dutchess of Richmond, the most clumsy of match-making Mammās, with three marriageable daughters, to whom the Duke made this revelation nearly fell off her chair with horror. She repeated the statement and consternation spread from seat to seat. Before the end of the evening the good Dutchess was able to announce, that "her daughters felt an objection to waltzing, that no persuasions of hers could ever overcome." Some pretty girls of more independence continued to waltz, but the majority ceased at once.

Hon. Henry Hogeboom, the distinguished jurist, was born in the Town of Ghent, in 1809. He was prepared for Yale College at the Hudson Academy, and after his admission to the bar in 1830, made Hudson his permanent home.

Judge Hogeboom was a profound thinker, skilful in analysis, and felicitous in application. He was a man of most imposing appearance, and of extreme deliberateness of speech and manner, which on occasion rose to the height of impassioned eloquence.

His unselfish kindness endeared him to all, who knew him, especially the younger members of the bar, to whom he was ever ready to extend a helping hand. He was elected Judge of the Supreme Court in 1857, by a flattering majority, and re-elected in 1865, remaining an

ornament to the bench until his death, which occurred on Sept 12, 1872.

Judge Hogeboom's house which was formerly the Bank of Hudson, No. 116 Warren street, was a social centre for many years; Mrs. Hogeboom possessing remarkable powers of attractiveness and vivacity, and both being exceedingly fond of society.

Hon. Samuel Edwards, of whom Hudson is justly proud, was born in Glenville, Schenectady county, New York.

He was graduated from Union College in 1862, and soon after took up his residence in Hudson.

In January, 1887, he was appointed by Gov. David B. Hill, a Judge of the Supreme Court of the State of New York, and in November of the same year, was elected to that office, for the term of fourteen years.

In April, 1890, Judge Edwards was designated by Gov. Roosevelt, as Associate Justice of the Appellate Division of the Supreme Court of New York, and served until the expiration of term, on December 31st, 1901.

Judge Edwards spends much time in travel, visiting the different countries in a leisurely and delightful fashion, that is so conducive to perfect enjoyment. But one may be permitted to doubt, whether the Judge sees many finer views, than that from his study windows.

Hon. Aaron Van Schaick Cochrane, was born in Cox-sackie, New York, in 1858, of Scotch, Irish and Dutch ancestry.

He was graduated from Yale College with the class of 1879, and in the same year entered the office of Andrews and Edwards, as a law student.

In 1881, he was admitted to the bar, served three years as District Attorney of the county, and in 1896, was elected our Representative in Congress.

Judge Cochrane held this position for two terms, and in 1901, was elected a Justice of the Supreme Court of the State of New York. He was appointed by Governor

Higgins to the Appellate Division of that Court in 1906.

Judge Cochrane's progress has been rapid, sure, and steadfast, partaking strongly of the characteristics of his ancestors. He is still so young that he bids fair to exhaust the honors, and like Alexander, will sigh for more worlds to conquer.

A continuance of these biographical sketches, which have so imperfectly described the few personages selected, is unnecessary even if space would permit. Other members of the modern bar to whom it would be a delight to refer, are all too well-known to require description.

Included in these is the Hon. Casper P. Collier, who has been so fitly characterized as the "connecting link between the bar of our county and the legal 'giants' of former days." We need add nothing to this praise. A cloud of witnesses attest his worth as a sound and able lawyer, and a conscientious man, possessing one possibly rare trait, that of always advising a client to settle, and thus be enabled to dispense with his services!

We recall the impressive personality of Mr. John Gaul, the flowing locks and clear cut features of Mr. Robert E. Andrews, the genial smile of Judge John C. Newkirk, and the introspective gaze of Judge Darius Peck, all eminently worthy of extended mention.

We commend them, and all others so regretfully omitted, to our well equipped Hudson biographer, with the hope of a second "Group of Great Lawyers."

CHAPTER XXI.

Court House—Crimes—Civil War.

We will now turn our attention to the evolution of our present ornate Court House, which with calm effrontery mars the graceful contour of the ancient park.

The first building occupied by the courts in Hudson it will be recalled, was the old re-modeled City Hall, which remained in use for more than a quarter of a century. Complaints of the condition of the building, and of the insecurity of the jail were constant, a grave indictment of the latter being found in the records, and in 1829, the repairs amounted to the sum of seventy-five dollars.

In 1833, the subject of erecting a new Court House was considered, and a committee was appointed to ascertain what Hudson would be willing to contribute toward the expense. The Common Council offered "to take the old county buildings and lots, for 7,000 dollars and appropriate \$3,000 toward new buildings." They would "also procure warranty deeds for four acres situate at the southerly termination of Fourth street, and guarantee the title to the county, reserving to the corporation the same privileges as in the old building."

Lots being secured, John P. Mesick, John W. Edmonds and James Mellen were appointed a building committee, plans were selected and the Court House was built, and ready for occupancy in 1835. Total cost including the site was \$26,211.51.

It was of simple Grecian architecture, two stories in height surmounted by a dome, and a triangular pediment supported by six Ionic columns, formed an impos-

ing entrance. For nearly three score years and ten, it was the pride of both city and county, but it became too small for the requirements of the larger city, and was torn down to make room for a more commodious structure.

A much larger building, of a similar style, was erected in 1900, at a cost of about \$100,000, and a jail and sheriff's house, costing respectively \$22,000, and \$9,000, were built in the same year.

This Court House was destroyed by fire on January 27, 1907, and the corner stone of its successor was laid on the 14th of the following September. Work is proceeding rapidly and it is expected to be ready for occupancy in October, 1908. Cost of building will be about \$200,000. The jail and house of the sheriff, fortunately escaped the flames, so will not have to be replaced.

The first trial for murder after the removal of the Courts to Hudson, was that of Margaret (alias Peggy) Houghtaling, for killing her child, and resulted in her conviction and execution, on October 17, 1817. This is the only case of the hanging of a woman, recorded in Columbia county. There was afterward some doubts entertained as to her guilt.

The next trial of importance was that of the Anti-rent leader Smith A. Boughton, in 1845, which has been described at length in the sketch of the Hon. John W. Edmonds. The case of Joseph Brown, who was indicted for the murder of Angeline Stewart, (alias Angie Brown), on the 15th of January, 1868, attracted considerable attention.

The means used for her destruction, being the burning down of the house in which she was securely confined, added to the horror of the crime. Brown was convicted and hanged on May 30, 1868, just four months after his arrest.

Another most atrocious crime, was that of Oscar F.

Beckwith, who murdered Simon A. Vandercook, in Austerlitz, Columbia county, on January 10, 1882. After having two trials each resulting in his conviction, and appeals which only affirmed them, he was hanged in the yard of the jail in this city, in 1888.

The next case on this criminal calendar, is that of John Schmidt, a native of Prussian Poland, who was indicted on September 12, 1893, for the murder of his step-son, William Hildebrant, a lad of only 19 or 20 years of age.

The crime was committed near the Town of Philmont. The defendant admitted his guilt but maintained that the act was committed during a heated quarrel.

Schmidt was found guilty of murder in the first degree on June 1, 1899. An appeal was taken and on November 26, 1901, the conviction was affirmed.

Circumstances attending the homicide gave rise to doubts of his sanity, and expert alienists appointed by the Governor, confirmed this view of the case. He is now confined in the prison of Dannemora, as an insane criminal under sentence of death.

The last case on record, and one that created not only the deepest interest in this city, but also wide-spread attention throughout the state, was that resulting in the conviction of three young men, scarcely more than boys, ranging in age from 20 to 26 years.

Having conceived a fancied grudge against their uncle, Peter A. Hallenbeck, a respectable farmer of Greenport, Willis, Burton and Frederick M. Van Wormer, accompanied by their cousin Harvey Bruce, drove to his house, on Christmas Eve, December 24, 1901, and knocked for admission. On Mr. Hallenbeck's opening the door they all fired simultaneously and he fell, riddled with bullets. No less than eight or nine wounds being found upon his body.

They were jointly indicted, and the trial was the absorb-

ing theme of discussion during the remainder of the winter.

On April 18, 1902, the jury rendered a verdict of guilty, and sentence of death was immediately pronounced.

Harvey Bruce having made a confession was used as a witness for the State.

An appeal was taken, and a decision unanimously sustaining the judgment of the Court was handed down on May 22, 1903.

All three of the Van Wormer boys were subsequently electrocuted at Dannemora. They are said to have been good looking boys, and Frederick exceptionally handsome, but in the opinion of those who studied them closely, they were degenerates, whose characters furnished no foundation for reform.

Harvey Bruce demanded a separate trial, and received a sentence of twenty years' imprisonment.

He was taken first to Dannemora, but later was transferred to Sing Sing, where he now is.

The opinion of the Court of Appeals complimented the District Attorney, upon the degree of care, which had marked the trial of the case on behalf of the people.

In closing this brief resumé of capital crimes, it is worthy of note that not one of them was committed in Hudson, or by a resident of Hudson. The city has furnished her quota of criminals, but none have incurred the death penalty.

There have been many cases of interest, of less serious import, notably a suit for breach of promise, in the third decade of the past century, which filled the columns of the local press with the loving effusions of both parties, to the infinite amusement of the public.

It is said to have proved an effectual deterrent, to the expression of sentiment in correspondence, for a long time afterward.

The series of exciting events that culminated in the Civil War are too familiar to require recital here. Although more than a generation has passed away since its close, some desolate hearts are left, to sigh "for the touch of a vanished hand, and the sound of a voice that is still!" In response to the demand for troops a call for volunteers was issued on July 23, 1862, by John V. Whitbeck, Granville P. Hawes and Edward Gifford, of this city.

The ranks of "Company A." were filled in a few days, and others were rapidly recruited. These companies formed a part of the 128th Regiment, under the command of that gallant Officer Colonel David S. Cowles.

The Regiment was quartered and drilled on the Fair Grounds, and "Camp Kelly" attracted daily crowds of visitors.

On the 30th of August, a handsome stand of colors was presented to them by the patriotic ladies of Hudson, with appropriate ceremonies, and on September 5, 1862, the whole city turned out with hearts bursting with pride, but with tear-dimmed eyes to witness their departure for Baltimore.

Colonel Cowles was a tall, handsome man of soldierly appearance, and rode at the head of his Regiment with perfect grace. There are still many, who can recall his knightly form as he passed through our streets for the last time.

On the 27th of May, 1863, Col. Cowles fell mortally wounded, while leading an assault on the fortifications at Port Hudson. He refused to be carried to the rear, and allowing but one Sergeant to remain with him, he calmly faced the end. With perfect composure he handed his watch to his attendant, asking that it should be returned to his mother, who had presented it to him in his boyhood, and saying, "Tell my mother, I died with my face to the enemy." With full consciousness of the approach of

death he closed his eyes, murmuring "Christ Jesus receive my spirit."

The body of Colonel Cowles was brought home and buried with military and civic honors, Masonic bodies from eleven towns participating. Every tribute was paid to his memory, but none more worthy than the sincere, but unspoken grief of his fellow citizens.

Around his monument gather the Memorial Day throngs to listen to the praise of our heroes, but they are

"Beyond the parting and the meeting,
Beyond the farewell and the greeting."

Colonel David Smith Cowles was born in Canaan, Conn., February 26, 1817. He was graduated from Yale College, and was admitted to the bar of Columbia county, in 1843, after which he entered upon the practice of law in Hudson, as a partner of his brother, Edward P. Cowles, and was elected District Attorney in 1856. When the Civil War broke out he was in the enjoyment of a fine practice, which he gave up at once at the call of his country, and entered with ardor upon the work of saving the Union.

Major Edward Gifford, also of the 128th Regiment, was captured by the enemy on the day preceding the attack on Port Hudson, and after an imprisonment of thirty-nine days, made his escape on July 4, 1863, by swimming the Mississippi River. He was in the water four hours, and the hardship and exposure, in his already weakened condition, were too great for his strength. He passed away in New Orleans on August 8, 1863, and his remains are interred among his kindred in his native city.

These cases selected for special mention are only two among thousands of brave men and true, who laid themselves on the altar of patriotism, a willing sacrifice, and

to whom a happy, re-united country owes perpetual gratitude.

The citizens of Hudson and the county were swift to prove their loyalty to the Union, in every possible way.

Previous to raising the four companies for the 128th Regiment, they had furnished a full company for the 14th, besides contributing largely to the 159th. In addition to these, many enlisted in Regiments of Cavalry and in the regular army and navy.

The 128th Regiment returned with 400 men out of the 960, who went out, and 173 added by recruits. The county had a population of 44,905 at the close of the war, a decrease from 47,172 at its beginning, in 1860, showing the inroads made in every hamlet, by the casualties of the great conflict for National existence.

Hudson was well represented for forty-one years in the regular army of the United States, by Colonel Clermont Livingston Best, who was undoubtedly one of the ablest Artillery Officers in the service.

Col. Best was born at Tivoli, New York, on April 25, 1824, but removed to Hudson when quite young and always considered it his legal residence.

He was graduated from West Point in the class of 1847, and was attached to the Fourth Artillery until his appointment as Major in 1867.

The summary of his early experiences by his biographer, Brig. General D. W. Flagler, shows that the young Lieutenant was well prepared for the promotions incident to the Civil War, by his varied and faithful service as a subordinate. Beginning with the Mexican War, he says "whether participating in operations against the bandits of the Rio Grande, the Seminoles of Florida, the Border Ruffians of Kansas, or the Mormons of Utah," he was obtaining invaluable experience. The Civil War was the epoch of great armies and arduous field duty, and throughout its continuance Captain Best was actively engaged.

At the Battle of Cedar Mountain, Va., he commanded not only his own battery, but performed the duties of Chief of Artillery of the Fifth Corps, and so efficient was the artillery that, according to Confederate accounts, "it prevented 'Stonewall Jackson' from making his victory complete."

The Fifth Corps becoming merged in the Twelfth Corps, Captain Best still continued its efficient Chief of Artillery, and at Antietam, "it was the powerful group of artillery gathered under the direction of Captain Best," that "Stonewall Jackson" said "stayed his farther advance."

At Chancellorsville, it was similarly effective in checking the advance of Gen. A. P. Hill, after a day's hard fighting in which the Union Army had been repulsed. A new formation was made, and it was here (if the digression may be permitted), that Stonewall Jackson, not observing closely, rode in front of the Twelfth Corps, and was fired upon by our skirmishers, but was not hit. Turning quickly, he rode rapidly toward his own forces, when they, mistaking him for a Union Officer, fired, and he fell, mortally wounded by his own troops.

We cannot follow in detail the distinguished services of Captain Best at Gettysburg, and in the west. It is said that he made such modest reports, that they were almost overshadowed by those of officers, who were perfectly willing to claim the glory!

At the close of the war, Major Best was honored with a Brevet Colonelcy in addition to his two previous promotions for specific battles, and in 1883, he was appointed Colonel of the Fourth, his old Regiment, and stationed at Fort Adams, Newport, R. I.

This position Colonel Best held until 1888, when having reached the age limit for active service, he was transferred to the retired list, making New York city his home, until his death, which occurred on April 7, 1897, aged 73.

Well did he deserve the not too eulogistic epitaph, upon his impressive monument in our cemetery.

The name of Lieut. Commander John Van Ness Philip fitly closes this roll of honor.

Although a native of Claverack, some of his closest friendships were formed with residents of this city, but he gave himself to his country, and held it above all ties of locality and kindred. John Van Ness Philip was born in Claverack, in 1823, and after finishing his studies at the Van Rensselaer Institute at Troy, he entered the United States Navy.

He served during the war with Mexico, receiving the rank of Lieut. Commander, after which he received the appointment of Assistant Professor of Mathematics at Annapolis. After a service of five years in this position, he resigned his commission, and retired to the scenes of his boyhood.

When the firing on Fort Sumter announced that the struggle with the South had commenced, Lieut. Philip hastened to Washington, and offered his services to the Government in any capacity they might select. His offer was gladly accepted, his rank restored and he was assigned to duty with the blockading squadron, in May, 1861, which position he held until his death from yellow fever, in September, 1862.

Lieut. Philip was a brave officer, a public spirited citizen, and a faithful friend.

He had evinced the liveliest interest in the affairs of the county, and was the founder of the Hudson and Columbia County Agricultural and Horticultural Association, of which he was the first President.

This company was formed by a few gentlemen for the purpose of encouraging an improvement in stock, and farm products, by the usual premiums, and the annual fairs are exceedingly popular. The Fair Grounds ad-

jacent to the city are conveniently situated and are thronged with visitors from all the county towns.

The greatest attraction that can be offered at these fairs is the presence of the Governor of the State, and on this occasion, September 16, 1908, which is the 299th anniversary of the landing of Henry Hudson on these shores, a hearty welcome is being extended to Governor Charles E. Hughes, who was yesterday nominated for a second term.

Governor Hughes is a man whom the people delighteth to honor, and his re-nomination is a signal victory over machine-made politics and politicians.

Returning for a moment to our local military organization, we find that the "Cowles Guard," so named in honor of the lamented Colonel David S. Cowles, was organized in April, 1878, and was mustered into the New York State Militia, as the 23rd Separate Company, on May 24, 1878.

They immediately received their arms and equipments and in the autumn of that year their Armory was completed. This was located in the rear of the Court House and is now a part of the new jail. The company was ordered out for service during the Spanish War, and left Hudson on July 26, 1898. After remaining at Camp Black, on Long Island, for a time, they were sent to Greenville, South Carolina, where they remained until mustered out of the United States service, on March 25, of the same year.

When the Separate Companies were organized as Regiments, the 23rd became Company "D." First Regiment on March 15, 1899, and on May 1, 1905, Company F., Tenth Regiment. They were on duty during the switchman's strike at Buffalo in August, 1892, and also at Stockport in June, 1901, to enforce quarantine.

The corner stone of their new Armory was laid

on September 4, 1897, and it was occupied by the Company in December, 1898. Contract price for the building, was 29,288 dollars, exclusive of the site. It is of appropriate architecture, and is rightly considered an ornament to the city. Company "F" are a well drilled, finely set-up body of men, and our citizens have good reason to feel proud of them. We have also a Company F., Tenth Regiment Drum Corps, numbering fourteen

Hudson abounds in fraternal societies whose aims are beneficent, or social, all of whom seem to be flourishing like "the green bay tree" of the Psalmist. Of these the more prominent are the Elks, Knights of Pythias, Woodmen, and Maccabees.

The Hudson Lodge, No. 787, B. P. O. E. was chartered June 23, 1902, with a membership of 82, which in 1908, had increased to 193.

Their beautiful new Club House was opened on March 7, 1908, with a public reception which was a very successful occasion, and on the 9th, the lodge held their first session in their new house. It will be highly enjoyed and appreciated by the members of the lodge, who had previously met in rooms in the Opera House.

CHAPTER XXII.

City Hall—Free Library—Chapter House—Some Early Citizens.

The erection of a new City Hall in 1855, was greeted with great satisfaction by the residents of Hudson, for there had been previously no suitable place for public gatherings.

On the completion of a new Court House and jail in 1835, the old jail on the corner of Fourth and Warren streets, was leased and remodeled by John Davis, and under the name of "Davis's City Hall," was used for this purpose during the ensuing twenty years. There was also a room at the top of the Van Vleck building, which served for small assemblies, but neither of these met the requirements of the city.

The Hall, which cost 27,000 dollars, contained an auditorium of fair size with a semi circular gallery at one end, and when first completed, a lecture platform and desk at the other. It was furnished with plain settees in the style of the Lyceums of the day.

The building was opened with addresses of felicitation by Mayor Dormandy and prominent citizens, and later a grand Bachelors' Ball was given, being the first, and doubtless, one of the finest of its kind ever held in Hudson.

One of the social leaders at the time was Mr. Stephen A. Du Bois, and it is safe to affirm that he not only headed the affair, but was extremely useful at its close. It was quite characteristic of Mr. Du Bois to meet any little deficits from his own plethoric pocket.

He was a man without business, except a directorship

in the Hudson River Bank, and its President from 1865, until his death, which occurred in 1869, and he found his greatest enjoyment in making others happy. It is not strange that he was universally popular with all ages, from the youngest *débutante*, to the grave and reverend seigneurs, who were his contemporaries.

The "Bachelors" were not permitted to pay all the expenses, nor indeed to reap all the pleasure of that occasion, for the gallery of the Hall was filled with the older, non-dancing members of society. The admixture of the older element, even unto the third generation, with the younger set, has not been uncommon in Hudson, and has formed one of the chiefest charms of its social gatherings.

The city offices were immediately installed in the City Hall, and the Post Office was located in the eastern corner of the building, from 1867 to 1886. The First National Bank occupied its present banking rooms in 1869. The auditorium was remodeled later, and furnished with folding chairs, drop curtain, and other accessories of the stage, after which it was called the Opera House. Its name has since been changed by each succeeding lessee.

The Franklin Library Association was assigned excellent accommodations, while in the auditorium above, was held the Course of Lectures, the proceeds from which, over and above expenses, together with annual subscriptions, amply met all expenditures for librarian, and additional books.

These lectures had been held in the different churches, or the Court House, since 1837, but not with the regularity and frequency which now characterized them.

It was a liberal education to listen to such men as Ralph Waldo Emerson, Wendell Phillips, Edward Everett, Henry Ward Beecher and others of equal merit. They drew immense audiences, people coming from neighbor-

ing towns within a radius of more than twenty miles, regularly throughout the season.

Then too we occasionally had an opportunity of meeting the celebrities in a social way, at supper or reception—but the day of the Lecture Bureau closed, rather suddenly as it seemed. Prices for such lecturers as we had been accustomed to hear advanced enormously, and the aftermath was not attractive.

The annual subscriptions were mostly continued, and the Library was kept open as usual until 1874; but with a limited number of new books, and those selected, of an undesirable order, many declined to renew their subscriptions, and the books, numbering between four and five thousand, were removed to No. 171 Warren street, and thence to the Fourth Street Public School building, and given to the city.

In 1898, the Hendrick Hudson Chapter of the Daughters of the American Revolution decided to establish a "Free Library," having collected quite a number of historical works, to which was added the use of the books formerly owned by "The Franklin Library Association."

This Library was opened to the public on April 25, 1898, in the Fourth street school building, which had become "The Hudson High School."

After the Hendrick Hudson Chapter received its beautiful Chapter House they purchased from the Board of Education about 1600 of the most serviceable books of The Franklin Association Library and installed them in their present commodious quarters.

In addition to the books continually added by the committee of the "D. A. R. Free Library," it has been the recipient of many valuable presents, and now numbers about 6,500 volumes. Circulation in 1907 amounted to 20,073.

Its present usefulness and success is largely due to the

interest and generosity manifested by Mrs. Marcellus Hartley, who, in 1903, liberally endowed the institution.

A marble tablet placed in the Library bears the inscription.

This
Free Library
Of Hendrick Hudson Chapter D. A. R.
is endowed in the name of
Robert Jenkins
by
Frances Chester White Hartley
his granddaughter
1903.

Hudson is to be sincerely congratulated upon having so good a collection of books placed freely at the disposal of her citizens and of the stranger within her gates, by both of whom it seems to be highly appreciated, as is also the unfailing patience and courtesy of the librarian in charge.

The Hendrick Hudson Chapter of the Daughters of the American Revolution was organized on December 26, 1895, and incorporated under the laws of the State of New York on July 9, 1898. It has a membership of 112. September 16 was selected as "Chapter Day" in commemoration of Henry Hudson's first anchorage opposite the site of the City of Hudson.

In addition to the establishment of the Free Library, which has been dwelt upon at length, the Chapter is active and influential in the affairs of the organization in the state and nation, while it furnishes an additional local centre of social life, encourages the study of American history, the observance of patriotic days, and has given prizes in the Public Schools for essays on those subjects.

The Chapter has gathered in its museum, which is open to the public, over three hundred articles of both ancient and modern times, and has held a Loan Exhibition full

of historic interest. In giving occasional free lectures, and in lending the building for charitable purposes, beside other works of mercy and kindness, the Chapter has shown itself mindful that "the greatest of these is charity."

But the chapter has itself been favored far above other chapters in being presented with a fine old colonial mansion for their Chapter House. This was fitted up with every convenience for their use, including beside library and reading room, a parlor, museum and charming auditorium, which together with many beautiful things, was given to the chapter by Mrs. Marcellus Hartley of New York, who added to her generous gift, the considerate munificence, of a fund for its maintenance.

Mrs. Hartley, who is a life member of the chapter, became interested in its welfare through the efforts of its members to procure a building fund, by the sale of a book, called "Mary and I go to Europe," the manuscript of which had been presented to them for that purpose, by its author, Doctor H. Lyle Smith of this city.

In the foyer facing the entrance is placed an artistic bronze memorial tablet, whose inscription tells the simple story of a loving remembrance.

This Tablet is erected to the memory of

. Seth Jenkins

who with his brother Thomas founded the City of Hudson. He was appointed its first Mayor by Governor Clinton which distinction he enjoyed from April 1785 to his death 1793.

Also to his son

Robert Jenkins

who was appointed the third Mayor by Governor Daniel D. Tompkins, serving a period of ten years, from 1808 to 1813, and 1815 to 1819.

Robert built this house in the year 1811, where he resided until his death Nov. 11, 1819.

Presented by his granddaughter to the Hendrick Hudson
Chapter D. A. R.
Frances Chester White Hartley
A. D. 1900.

The fifteenth of May, 1900, was the notable date of the most noteworthy event in the history of the D. A. R. of Hudson.

Flowers, music and light were lavishly used to decorate and render still more attractive their beautiful Chapter House and the choicest of the élite were gathered to greet Mrs. Marcellus Hartley, and to receive formally from her the gift, so generously proffered. Addresses were made by Doctor H. Lyle Smith, the Chapter's faithful friend, in his own inimitable way—by the Mayor of the City—and then, in simple, well chosen words, Mrs. Hartley conveyed her splendid gift. A fitting, grateful response of acceptance by Madame Regent was followed by the presentation to Mrs. Hartley, of appropriate resolutions previously adopted. A fine portrait of the donor adorns the wall of the home-like parlor, which was presented in response to the ardent, and oft-expressed desire of the Chapter.

Mention has been made of Seth Jenkins, Jr., a brother of Robert Jenkins, who resided at No. 115 Warren street, adjoining the Chapter House. A more distant relative, Oliver Wiswall, became an important factor in the development of this city.

Mr. Wiswall was born on the island of Martha's Vineyard, where his father, Samuel Wiswall, died, and he, with his mother, removed to Hudson when he was nine years old.

After a brief period spent at "Marm Wilson's" school, at the age of thirteen, Mr. Wiswall entered the store of his uncle, Marshall Jenkins, then doing business in the

building on the corner of Front and Warren streets, later the residence of Mr. Ebenezer Gifford.

In 1801, he formed a partnership with Captain Beriah Pease, who came here soon after the Proprietors, and had been employed in the Merchant Marine service. They occupied a small frame structure No. 114 Warren street until 1804, when they erected the large brick building No. 118 on the same street, that being the "business centre" of the city at that time. This sufficed until 1820, when Mr. Wiswall entered into the freighting business under the firm of Wiswall, Smith and Jenkins, in which he continued until his retirement from active life. Mr. Wiswall's purchase with others of the Hudson Gazette and his connection with the Hudson River Bank as its first president have been noted.

He served the city as Mayor, and was also a Supervisor and Member of Assembly. He was full of interesting reminiscences, and contributed much of the material of Mr. Stephen B. Miller's "Historical Sketches of Hudson." Mr. Wiswall died at his home on Mt. Merino on January 27, 1863.

A valued friend and contemporary of Mr. Wiswall was Judge Barnard.

Robert A. Barnard was born in 1787, in the dwelling on the corner of Warren and First streets, which his grandfather built in 1784, and in which the three generations of the family lived and died. Judge Barnard mentioned the fact of his residence in this house during a visit to England and Scotland, in reply to the charge that "the American people were so fond of change that it could not be told one year, where they would be the next." The Judge remarked that he was an exception, and his statement could hardly be credited.

The very few years of schooling which in common with most of the boys of that day, were allotted to him, were passed under "Marm Wilson's" guidance, and the Judge

was launched on his future career. This was that of an active business man, and particularly devoted to the whale fishery during its revival in 1829.

Judge Barnard did much to promote the prosperity of the city that his ancestors helped to found.

He succeeded Oliver Wiswall as President of the Hudson River Bank, and filled a variety of positions, including that of Postmaster, Senator, Member of Assembly, Associate Judge and Presidential Elector.

Possessing a retentive memory, Judge Barnard also furnished a store of valuable and interesting matter to the "Historical Sketches."

Judge Barnard passed away in the house his grand-sire built, on January 20, 1872, at the age of 85 years.

Mr. Henry Harder, or "Doctor," as he was familiarly called, was another whose recollections though somewhat dim, were of assistance to the author of the "Sketches." He was a boy of about seven years of age when the Proprietors came here, and was living with his uncle, Justus Van Hoesan, who must have been a descendant of that Justus Van Hoesan, who with his wife, met a sudden and tragical death from accidental poisoning, nearly a century before Mr. Harder's birth. All of which has been duly set down in order, in the early portion of this work.

The Justus Van Hoesan house was on the site of the residence of Mr. Daniel Limbrick, near the South Bay, which was destroyed by fire some years ago.

Mr. Harder dimly remembered the coming of the Proprietors, but very little connected with it, and with his passing away, the last link between the city of today, and the "Claverack Landing" of 1783 was broken.

Mr. Henry P. Skinner belonged to a class of early merchants, who were actively identified with the business interests of the city.

His quiet tastes and somewhat retiring disposition, led

him to decline public offices, but he well sustained the character of a useful, benevolent and enterprising citizen. For more than four score years he retained his wonderful vitality, attending daily to his business, and never failing to take his accustomed walk of *miles*, before breakfast.

Except the closing sentence, how fitly and admirably, every word here written of Mr. Henry P. Skinner, applies to our respected and valued fellow townsman, Mr. Lorenzo G. Guernsey, who happily is still with us.

In his departure from the city, which he has known, and where he has dwelt for upwards of half a century, will pass away the last living representative of its earlier business men and interests.

CHAPTER XXIII.

The Press—Industries.

The newspapers now published in Hudson fitly illustrate the doctrine of the survival of the fittest. Launched afresh in the year 1824, by Ambrose L. Jordan and Oliver Wiswall, both have had an unbroken success up to the present time.

In 1845, the Columbia Republican was purchased by William Bryan and John Moores, the latter retiring in 1851, leaving Mr. Bryan sole owner until 1862, when Frank H. Webb, recently deceased, acquired a half interest, and the firm of Bryan and Webb continued its publication during the ensuing fourteen years.

Mr. William Bryan was a prominent citizen, and for eight years was Postmaster of Hudson, combining the duties of the office with those of a successful publisher, an example since followed by his son.

Mr. Frank H. Webb was a native of Claverack and a descendant of one of its oldest families. He wielded a fluent pen, as is shown in his little brochure called "Claverack, Old and New," and in various other writings.

The Hudson Daily Star, which was the first daily paper published in Hudson, was established by Alexander N. Webb in 1848. It was very popular and on August 18 of that year it gave so vivid an account of a conflagration in Albany on the day previous, when 500 buildings were burned, that it roused the citizens of Hudson to the importance of re-organizing and enlarging the local fire department. A call was issued for a meeting at Rogers' Columbia Hotel on the evening of the 19th, which resulted in the organization of the "First Volunteer Fire Company" with foreman, assistant foreman, secretary and

steward, also a committee to draft a constitution and by-laws.

In 1850, Mr. A. N. Webb published "The Weekly Star," and in 1873 was succeeded by his son, Herbert N. Webb, who sold them both to Louis Goeltz, with whom Mr. Bryan formed a partnership in 1876, and they were merged respectively in "The Weekly" and "Daily Republican."

After the death of Mr. Goeltz in 1877, Mr. Bryan continued the publication of both papers until May 5, 1881, when he associated with him his son, Henry R. Bryan. This partnership was severed by the death of Mr. William Bryan on September 11, 1897, since which time Mr. Henry R. Bryan has been the sole proprietor and editor of both journals. They continue to be the consistent organs of the Republican party, and both weekly and daily editions are ably and judiciously conducted.

"The Weekly Gazette" was resuscitated by Oliver Wiswall and a few leading Democrats in 1824, who purchased the plant at a cost of \$500.

It was published by Hiram Wilbur—Mr. John W. Edmonds' duties being limited to the editorship. The printing office was in the upper story of the store of Reuben Folger, on the northeast corner of Warren and Second streets.

In 1834, it passed into the hands of P. Dean Carrique, who continued its publication for nearly a quarter of a century.

In 1857, it was acquired by the Messrs. R. F. and M. P. Williams. R. F. Williams entered the army on the breaking out of the Civil War in 1861, leaving M. P. Williams, now deceased, the sole editor and proprietor, a position which he filled with great ability, for thirty-five years.

Mr. Williams commenced the publication of "The Hudson Evening Register" in connection with "The

Weekly Gazette," in 1866, and both have had a successful and prosperous career.

Becoming incapacitated for business by continued ill health, Mr. Williams sold the journals to a syndicate, and retired in 1896. His death occurred in April, 1906.

Both "The Weekly Gazette" and "The Evening Register" are, as they have always been, the exponents of the Democratic party, or some one of its divisions.

Many of the early industries of this city were discontinued after the decline of shipbuilding, but others took their place and Hudson has a variety of manufactures in successful operation at this date.

The last flouring and grist mill, the successor of that owned by one of our earliest settlers, Peter Hogeboom, Jr., was demolished in 1874 to clear the site for the pumping house of the water works.

Soon after the war of 1812, the manufacture of woollen cloth, principally satinets, was begun by William Van Hoesan and others, among whom was Jonathan Stott. "The Northern Whig" of January 10th, 1826, advertised "for sale by Jonathan Stott at the Wool Warehouse, a few doors below the Post Office, on Warren street, 1,000 Jenny spindles, from the Sheffield Manufactory, England, a first rate article. Also Wool of all qualities, satinet warps, and Indigo. CASH paid for all kinds of Wool as usual."

Mr. Stott's factory was burned in one of the large fires that devastated that part of the city, and he removed soon after to the site of Stottville, where he could avail himself of the water power of the Claverack Creek.

Two of the fires alluded to occurred in quick succession, one in 1838, with a loss of \$150,000 and in 1839, loss \$175,000; insurance amounting to only about one-third in each case.

The tavern of Samuel Bryan was burned in August,

1838, and was replaced by the building that is now "The Worth." About seventy buildings were destroyed in 1839, including factories, warehouses, four wharves and a vessel loaded with flour. The fire started in the large wool warehouse of Samuel Plumb, and was directly traceable, as was also the previous one, to sparks from the steamboats Legislator and Congress.

Mr. Samuel Plumb, who is often referred to at this stage of the city's growth, built the fine residence now owned by the McIntyre family, and also set out the magnificent Norway spruce that graces the lawn on the approach to the dwelling.

To return to our industries. A fulling mill and flannel factory was built by Josiah Underhill, on the hill below Underhill's pond, which thus obtained its name.

A hot air furnace was started in 1816, which passed into the hands of Starbuck and Gifford in the same year, and is still successfully conducted.

The Hudson Iron Company was formed in 1848, and extensive works were built which produced annually 22,000 tons of pig iron. Long continued depression in the iron industry, and the necessity of substituting improved machinery, caused the works to be closed, and they were afterward demolished.

The Columbia Iron Company was incorporated in 1857, and turned out 18,000 tons of iron per year for a number of years. This furnace was destroyed by fire.

The Allen Paper Car Wheel Company, so named for the inventor, afterward The American Paper Car Wheel Company was organized in 1874, and established its plant in this city. In 1897, it was purchased by The Railway Steel Spring Company and consolidated with other car wheel manufactories, this branch being enlarged and improved.

The business of manufacturing knit goods is one of the most thriving in Hudson. The first knitting mill was

erected in 1872, and was followed by others in 1881, 1882 and 1900.

To these must be added the Hudson Fibre Company for the manufacture of cotton batting, a planing mill, cigar factories, and various other industries too numerous to mention. All are exceedingly prosperous, furnishing employment to large numbers of our inhabitants, as does also the gathering of ice during the winter season.

Extensive cement works, and brick yards are successfully conducted, employing almost exclusively foreign or colored labor.

The general business of Hudson is carried on in a safe, conservative manner rarely resulting in failure. Possibly some lines have been too restricted, forcing people to go elsewhere for articles they would prefer to find more conveniently at home. Some of the firms date from a half to three-quarters of a century ago, and in a few instances are conducted by the descendants of the founders.

The frequent fires which have inflicted such severe losses, have in almost every case proved a blessing in a fiery guise. The streets have been vastly improved by the attractive buildings which have replaced those that were burned and which possess all the modern and desirable facilities for doing business.

Hudson has been sometimes called (rather unwisely it would seem) by its own residents, "a finished city," and if it be true, as we were recently informed, "that there was but one manufacturing site left in Hudson," the situation is rather alarming, though there has been another purchased since, that seemed to be quite eligible.

But the fact is plain that the city cannot expand to any great extent within its present limits, and it is hard to understand why our forefathers in 1837 allowed the town of Greenport to encircle us, almost to our very doors. A census in 1840, gives the population of Hudson as 5672, "after about 1800 had been taken off" during

the previous decade by the formation of the towns of Stockport and Greenport. The idea of a re-union in the form of a "Greater Hudson" suggests itself, but cannot be hopefully entertained, as we can offer them little inducement as an offset to our tax budget.

The accounts of the procedure in locating the Hudson and Berkshire Railroad are interesting. In 1827, the Common Council appointed a committee of "Five Persons for the purpose of meeting the exploring committee from the State of Massachusetts, in relation to the contemplated railroad from Boston to the North River."

A development from this proceeding a few years later, was the loaning by the City of \$50,000 in aid of the Hudson and Berkshire Railroad on bond and mortgage.

In 1835, the road was commenced, and as it was expected to promote the business prosperity of Hudson the stock was subscribed to the amount of \$250,000 by our citizens. The road was opened in October, 1841, but it did not prosper and the stockholders lost their investment.

Steam power had not been considered on this road up to this time. "It was believed that *animal* power was better adapted for the transportation of the endless loading, such a dense and industrious population required!"

We learn from records of the Common Council, that the disastrous fires still occurring at intervals led to the thorough reorganization of the Fire Department, and the purchase of additional apparatus. John W. Edmonds, afterward Judge Edmonds, was appointed the first Chief Engineer, and served until his removal to New York in 1837. His name is perpetuated in Edmonds Hose Company No. 1.

Steam fire engines were provided by the city in the months of April and August, 1868, and when the increased water supply in 1874, rendered hand engines useless, the companies were transformed into Hose and Hook and Ladder Companies.

Suitable engine houses were built for their use, in 1887 and 1889, and thus the new appurtenances were provided, but the willing and unselfish service still continues to be of the voluntary order.

It has been stated that two at least of the large fires that devastated this city at an early period, were caused by the showers of sparks thrown off by the steamboats. These were produced by the use of wood as fuel, and it was not until 1835, that coal was substituted. It is worthy of note that the first blower and furnace adapted for its use were the invention of Daniel Dunbar of Hudson.

The name of Power has been closely connected with improved facilities for transportation, from the earliest Hudson Steamboat Co., in 1808, to the present time.

Captain George H. Powers, who built and owned several boats, and who controlled the Hudson Steam Ferry from 1880 until his death, was perhaps the most actively engaged in this line of business.

CHAPTER XXIV.

Water Supply—Civic Improvements.

In 1835, the Legislature was petitioned "to allow the Hudson Aqueduct Company to enlarge its capital and thus enable it to substitute iron pipes for the wooden ones then in use."

This was granted, and eked out by cisterns and water tanks was made to suffice until 1871.

In that year the question of an addition to the water supply became acute, and an Act was passed by the Legislature authorizing the expenditure of \$250,000 for that purpose. A commission was appointed to have surveys prepared, and estimates made. The conclusion was reached that the appropriation would not be sufficient, and in 1873, a new law provided the sum of \$350,000.

A special election was held to give the people an opportunity to vote on a choice between the Hudson river and Lake Charlotte, a body of pure water, that sparkles like a huge solitaire, in its setting of living green. A very small majority were found to be in favor of the river. They did not recall that little rhyme of Coleridge's, so applicable to our noble Hudson, and the cities, which it is compelled to wash.

"The river Rhine it is well known
Doth wash your City of Cologne,
But tell me nymphs! what power divine
Shall henceforth wash the river Rhine?"

Construction was commenced in March, 1874, and the work was prosecuted with such energy that water was flowing through the system on the first of the following November.

The cost of the Water Works was kept within the ap-

propriation and the whole undertaking was successfully accomplished under the Commission of which Mr. Frederick Fitch Folger was Chairman.

The increase in the consumption of water was rapid. In 1876, 430,014 gallons were consumed; in 1880, 827,475; in 1887, 436,221,664; and in 1903, it was estimated that 1,400,000 gallons were consumed on an average per day.

The street which was opened to reach the reservoirs led through private grounds, but the Commission was given the amount of land required, and was urged to make the street its present width of fifty feet. When they demurred at the expense of making it more than thirty-five feet, the owner offered to pay the difference rather than have it any less. He also had the trees set out on either side of the street, in the year 1876, and there were just 76 trees. A coincidence of the Centennial year.

The Hudson river, although not attractive as a source of water supply, was ideal in its volume, there being no fear of a shortage from any possible cause, but after some years, fears began to be seriously entertained in regard to its healthfulness.

While the filter beds were under the watchful care of Keeper Stevens, they were kept as clean as it was possible to keep them, and the danger was held in abeyance, but later the typhoid bacillii took possession, and turned one of life's priceless blessings into a deadly poison.

In March, 1900, the press of the city began a campaign of education and appeal, backed by the physicians, with full statistics proving the alarming increase in the number of cases of typhoid fever. People resorted to mineral water, or to the Aqueduct water, except those who refused to believe either the Board of Health or the press, and manifested a senseless opposition to every form of relief.

The advocates of pure water continued to urge the

matter, the press well in the van, through the years 1900 and 1901. The Board of Public Works had preliminary surveys made of all sources of supply, by Superintendent Bishop and C. C. Vermeule, a noted engineer, both reporting in favor of a gravity system. In February, 1902, a bill providing for the expenditure of \$270,000 and the appointment of a special Water Commission with power to decide on the best plan, and execute it, was passed by the Legislature. It was also passed by a majority vote of the Common Council, after a public hearing which was unanimously in favor of such action.

The Mayor returned the bill with his disapproval, and thus destroyed all hope of relief for that year.

Fortunately a new Mayor succeeded, who, when the bill was passed a second time, heartily approved, and it was signed by Governor Odell on April 4th, 1903.

On April 18th, the Mayor appointed a Water Commission whose members were highly satisfactory to all citizens. They at once elected Mr. Arthur Gifford, President, and proceeded to have the streams under consideration analyzed by the State Board of Health. On a favorable report being received, it was decided to have a gravity plant from New Forge, via Churchtown, and Cornelius C. Vermeule was engaged as consulting engineer, and Hubert K. Bishop as Chief engineer, to have charge of the work.

The resolution as adopted provided for "taking of the water from Taghkanic Creek at New Forge, for the erection of a reservoir and settling basin at Churchtown, and for the distribution of 3,000,000 gallons of water daily. The pipe line to be taken through Claverack to the Hudson reservoirs." Bids for contracts were given out, and on May 30, 1903, were awarded. Rights of way were secured where possible, and a condemnation commission was finally appointed to whom all disputed cases were submitted. It was considered quite a victory for

the city when their awards for riparian rights were found to be less than \$1,000 more than the city had offered.

The work was pressed as rapidly as possible, and notwithstanding the many annoying delays and difficulties experienced, water was flowing into the reservoirs at Hudson on the 19th of February, 1905.

The pipe line is twelve and a half miles long, the dam contains 8,000 cubic yards of masonry, weighing about 12,000 tons. Storage capacity 82,000,000 gallons, the water covering fifteen acres.

The Hudson reservoirs were not only thoroughly cleansed, but were practically made into new basins, to avoid any possibility of contamination. A deplorable accident, by which three men were killed, and one injured, occurred during this part of the work, on October 3, 1905. A small engine used to furnish steam to the gravel washing machinery, being insufficiently provided with water, exploded with terrific force.

The cost of the whole plant was within the amount appropriated, which speaks volumes for the business ability and prudent management of the Water Commission. Public spirited, they gave freely of their time and energies, and *honest*—in these days of graft it is refreshing to witness the expenditure of a fortune, and know that the city received dollar for dollar.

The number of deaths from typhoid fever was reduced from 152, in 1904, to only 2, in 1906. These figures require no comment.

The passing during the present year of the old Hudson Aqueduct Company is noteworthy, and its final dissolution should be chronicled. The company was chartered in 1790, a petition having been presented to the Legislature in 1789, stating that they had "at considerable expense brought water into the city by an aqueduct, from a spring two miles distant, and felt the need of a regular

system to compel shareholders to bear their equal portion of expenses for repairs, etc."

The Act then passed seemed to meet their every requirement and has been given at length in an earlier portion of this work.

In 1793, the Aqueduct Company purchased the "Huyck Spring," later known as the "Fountain," water having been previously brought through pipes from the "Ten Broeck Spring," which is situated on the old Heermance farm.

And now, no more shall we behold the unsightly pumps at too frequent intervals along our streets, and while they will be missed, they cannot well be mourned. It is said that a very near-sighted lady once shook hands with one of the long-armed pump handles, thinking she was greeting a dear friend, but for the truth of this statement we do not vouch.

The "Fountain" furnished pure sparkling water, which gushed with perennial freshness from its rocky bed, and the Aqueduct Company deserved the grateful thanks of the whole population of Hudson, in addition to the prompt payment of water rates.

Another organization of equal antiquity has been recently dissolved; "The Columbia Turnpike Company," which was the third chartered in the State of New York, dating from 1799.

It was composed entirely of Hudson men, and the capital stock was 25,000 dollars. It ran to the Massachusetts line, and began taking toll in 1800. For more than a century the toll gate stood, and it still seems as if the ghost of the departed toll-gatherer would rise, and with shadowy hand extended, challenge our advance!

In 1828, we find that a petition to the Common Council resulted in the appointment of a committee, who "reported in favor of putting fifty poles with lamps, *not more*, and that they be located at the most convenient places.

To be lighted only on the *moonless* nights." These lamps burned sperm oil, and nothing else was used until about the middle of the century, when a substitute was found in the form of etherial oil, or burning fluid. This being of a volatile and inflammable nature, was considered very dangerous, but the Hudson Gas Company came to the rescue in 1850, and in the fall of that year the streets were first lighted with gas, and its use soon became general throughout the city.

This company was absorbed by the Hudson Electric Light and Power Company which was incorporated in 1888, and was consolidated with the Albany and Hudson Railway and Power Company in 1899.

This organization supplies the city with Electric Light and operates the Hudson Electric Street Railway, which it built in 1890. It also acquired the steam railroad to Albany, via Stottville and Kinderhook, which was built in 1889, substituted electric power, and opened it for traffic in 1900.

Between 1824, and 1830, considerable advance was made in re-paving, and in paving additional streets, also a number of sewers were laid, but after this effort only necessary repairs seem to have been made from time to time, for many years.

"The improvement of the Public Square," is alluded to. This as we have seen was intended for a public park by the donor, but for some inscrutable reason it was denuded of its fine old forest trees, and paved with cobblestones. To complete the devastation, the Hudson and Berkshire Railroad was allowed to cross it, and thus it remained until 1878, when the matter was taken up by a resident on the upper side of the Square. Subscriptions were solicited and a sufficient sum was raised, together with the gifts of the coping and trees from individuals, to transform the treeless desert into a refreshing little oasis. The Boston and Al-

bany Railroad Company atoned in a measure for its presence, by generously furnishing sufficient gravel to fill in the whole surface of the Park.

In the same year, 1878, the authorities took measures to improve the Promenade Hill, by the erection of an ornamental iron fence along the full length of its dangerous frontage, and by increased attention to its walks and lawn.

Mr. Miller tells us that this Park was the favorite resort for lovers in early times, and doubtless many a pretty Quakeress has here murmured her coy "yes," from the depths of her fetching Quaker bonnet, as also later, "the girl of the period" may have done, since there are some customs that never become obsolete!

But the Hill has witnessed other scenes of momentous importance, as when in 1609, Henry Hudson was banqueted there by his courteous Indian hosts, and when, two centuries later, it was thronged with people to witness the passage of the Steamboat "Clermont," and to marvel at a craft, "propelled by neither sails or oars." Still another occasion that drew people to the hill was the wreck of the Steamboat "Swallow" commanded by Captain A. H. Squires. It was on April 7, 1845, at nine o'clock of a dark and stormy night, that the boat driven far out of her course, ran upon a large rock in the western channel, and was broken in two. The accident happened just above the Village of Athens, and small boats speedily went to the rescue, and succeeded in saving many lives, but about forty were drowned. In this city the church bells were rung, citizens were aroused, and every effort was made to succor the poor sufferers, whose cries could be distinctly heard, but in vain. In less than twenty minutes the boat disappeared and all was still.

It is said that she was afterward raised, re-built, and plied for some years on the Connecticut river.

The custom of ringing the church bells to call the peo-

ple together prevailed, for secular as well as for sacred purposes for many years. It was not until after the middle of the last century that they were dispensed with, and a tall tower with heavy fire-bell was substituted, to call the firemen to their duties.

The city was then districted and numbered, and the fire alarm now signifies the location of fires by ringing a corresponding number.

A syren whistle has also been placed on the Public Square, which gives most ear-piercing information to the residents of that section of the city.

To return once more to the Promenade Hill, which was selected as a proper and desirable site for the statue of St. Winifred, "Presented to the City of Hudson by Gen. John Watts de Peyster, 1896," and which was unveiled with suitable ceremonies, and an address of acceptance by the City, delivered by the Hon. Casper P. Collier.

The familiar legend of St. Winifred runs thus:

St. Winifred was a noble British maiden, who was beheaded by Prince Caradoc for repelling his persistent advances.

The head rolled down a hill, and where it stopped a spring gushed forth, which is Holywell, in Flintshire, Wales, famous still as a place of pilgrimage. She is the patron saint of virgins. Caradoc was called by the Romans Caractacus.

General de Peyster remarked when giving the statue, that "he knew there were many saints in Hudson, but he hoped there was room for one more."

The stranger re-visiting Hudson after an interval of about twenty years could not fail to note a great improvement in our shopping district. It would perhaps be more noticeable than in the residential part of the city, although several handsome dwellings have been erected within that period.

But anyone who can recall the impression our former low buildings made upon them after an extended sojourn in larger cities, (as though a whirlwind had removed the upper stories), cannot fail to contrast their inferior appearance with the places of business on our principal thoroughfare today.

These are really creditable structures, a few having glass fronts, and all with fine large show windows, in which their wares are effectively displayed.

Within these alluring exteriors are to be found in many cases, the usual appointments and appurtenances of the regulation department store.

During the last decade of the 19th century a determined effort was made in the very necessary, as well as desirable direction of civic betterments, and excellent progress and good results were accomplished.

Warren street, from the Park to the river, was re-paved with asphalt blocks in 1890. Additional and enlarged sewers were laid. A number of streets were macadamized, and the upper part of Warren street and Worth avenue also received needed attention.

All these public benefactions in their preservation and extension will continue to require the expenditure of money and energy—and still there's more to follow!

A new charter was procured for the City of Hudson in 1895, which provided additional commissions for every possible contingency.

One of the most important of these, and one whose efficient handiwork is to be seen in many civic improvements, is the Board and Superintendent of Public Works. To this and to the still more necessary Board of Health, Hudson stands deeply indebted. The creation of a City Court and the office of City Judge; clearly defining the duties and powers of the Board of Education, and the formation of Public Charities, Cemetery, and Police Commissions have all been productive of good results.

The public parks and grounds surrounding the school buildings were first improved in 1898-9, and the sums expended in clipped lawns and beds of flowers have made most gratifying returns in the increased attractiveness of the city.

Our early forefathers adhered to their custom of depending on night-watchmen for many years, adding to their number until there were fourteen on duty every night! The day seems to have been left without any guardians of the peace. Like the little boy, who only prayed to be taken care of at night, saying he could take care of himself in the daytime!

But at length two constables were appointed, and these were succeeded by a limited number of policemen.

In 1873, the police department was re-organized and consists of a Chief and six men, to whom a sergeant was added in 1895, and the whole force was placed under the direction of a Police Commission of three, as provided by the new Charter.

For more than half of the last century the cemetery received but little attention, and until 1855, nothing was done, as we learn from the records, except to "place a fence around it, and clear away the bushes."

In that year some attempts were made to improve it, but with only partial success, and it was not until 1872, that the work was taken resolutely in hand. A few persons formed themselves into a "Cemetery Association," raised a fund of about three thousand dollars, to eke out the small amount appropriated by the City, and the grounds gradually assumed their present improved appearance.

In order to insure a permanent income a number of annual subscriptions were secured in payment of personal attention to lots, from year to year, and a system of perpetual care was also later adopted by the Cemetery Commission.

On June 18, 1895, the city purchased the adjacent property of Mr. Brockbanks, which furnishes the convenient and ample enlargement that had become necessary, while the dwelling can be used as a much needed mortuary chapel, and also contains the office of the superintendent. The whole was enclosed with a neat iron fence, finished with ornamental gates at the principal entrance, which were presented to the city in 1896, and the grounds then received the name of "Cedar Park Cemetery." Seldom has the expenditure of time, effort and money, been more richly repaid, for nature has done her best to make the views surpassingly beautiful, and asks but little help from man.

CHAPTER XXV.

Medical Profession—Charitable Institutions.

That "peace hath her victories no less renowned than war" is well exemplified in the triumphs of modern therapeutics, and antiseptic surgery, but the residents of Hudson have been always highly favored in having physicians who kept well abreast of the discoveries in medical science, and who were able and skillful practitioners.

Among the first of these was Doctor Robert G. Frary, who was born in 1793, and was licensed to practice medicine in 1815. He soon obtained recognition and became a member of the County Medical Society in 1818, and of the New York State Medical Society in 1836.

Doctor Frary was elected Vice-President of The State Medical Society in 1845 and its President in 1851.

In addition to the active duties of his profession, Doctor Frary took a deep interest in municipal affairs, and served as Mayor of Hudson from 1836 to 1846, beside holding minor offices.

His death which occurred on Dec. 29, 1862, was deeply regretted, and in recognition of his valuable services to this city, the grateful citizens erected a monument to his memory.

Another of our most prominent and greatly beloved physicians was Doctor Abijah Perkins Cook, who was born at Hyde Park, New York, in 1808. He was graduated from the Hudson Academy in 1831, and pursued his medical studies with his brother, Doctor George W. Cook. After receiving his degree from the College of Physicians and Surgeons, Doctor Cook began the practice of medicine in Chatham, removing to Hudson in

1840, where he was actively engaged in the duties of his profession, until his death in 1884.

Doctor Cook early became a convert of Homeopathy, and was elected a member of the American Institute of Homeopathy in 1847, he was chosen President of the Homeopathic Medical Society of this state in 1865, and was elected a permanent member of that body in the following year.

He was emphatically a professional man, and he desired only the honor of being a successful physician. In this he was surely gratified, for his extensive practice was a sufficient proof of his skill and devotion, while he had, in an eminent degree, the faculty of inspiring confidence. Doctor Cook came of a family of noted physicians on both his father's and mother's side, and his son, Doctor Charles P. Cook, who succeeded him, well sustains the traditions of his sires. He is now the oldest and most prominent Homeopathic physician in this city, and one of the very few whom we can recall, that was born here, so large a proportion of Hudson's public men having been born elsewhere!

Perhaps however it may be a higher compliment to the city to have been selected as a place of residence after their arrival at years of discretion. It may also have been observed that many of those, of whom mention has been made, have passed away, and lest some irreverent person should dare to suggest that, like the succulent tuber, the best part of Hudson seems to be under the ground, we hasten to explain, that on the contrary, the impartial historian is surrounded with a veritable embarrassment of riches, on which the inexorable limits of space forbid an entrance.

To return to our physicians, the name of Doctor Elbridge Simpson will suggest itself to many of the older citizens. He was born at Ashfield, Mass., in 1812, and soon after the completion of his medical

studies, came to this city, where he passed the whole of his professional life. Failing health compelled Doctor Simpson to seek rest and restoration in travel but he returned to Hudson, before his death, in 1880. Doctor Simpson possessed in a large degree the family trait, which was so marked in his brother, Mr. Joel T. Simpson, of always extending a helping hand to those who were attempting to obtain a foothold in this workaday world. More than one struggling young physician was cheered and encouraged by Doctor Simpson, and enabled to prove that 'everything (even patients) comes to him who waits.'

Doctor John C. Benham was also a successful practitioner in this city for many years.

He was born in Catskill, New York, in 1816, studied anatomy and surgery under Doctor March of Albany, and was graduated from the Medical Academy at Woodstock, Vt., in 1837.

Doctor Benham removed to Hudson in 1847, and made it his permanent home, pursuing his profession here during the remainder of his long life. He was a man of high character, and generous, not only of his means, but of his time and skill, in his ministrations to the poor. A noble Christian gentleman.

Doctor John P. Wheeler, who was a contemporary of Doctor Benham, naturally next recurs to memory.

Doctor Wheeler was a native of Red Hook, New York, and was born in 1817. He studied medicine with his father, and commenced practice in this city, becoming a member of the County Medical Society in 1843.

Doctor Wheeler was eminently successful as a practitioner, and was also a man of wide reading, and fine culture. He died in Hudson on June 28, 1901.

Doctor William H. Pitcher, although a resident of this city for only seventeen years, greatly endeared himself to all who knew him.

He was born in 1825, and was graduated from the

Woodstock, Vermont, Medical Academy, in 1853. Three years later he commenced the practice of medicine in Hudson, and resided here until his death in June, 1872.

Doctor Pitcher was active in both the State and County Medical Societies, and was highly esteemed as a physician, and as a man. The citizens of this city erected a monument to his memory, as an evidence of love and esteem.

Doctor Henry Lyle Smith was born in New York City in 1843, was prepared for college at Williston, Mass., and pursued his medical studies with Doctor John P. Wheeler, in this city.

Doctor Smith was graduated from the New York College of Physicians and Surgeons in 1867 and after two years' practice at Bellevue and Blackwell's Island, he took up his residence in Hudson, and acquired a large practice. Doctor Smith was an unusually versatile man possessing a variety of talents.

He wrote on both musical and medical topics and also a humerous account of a European trip, the manuscript of which he donated to the local chapter of the D. A. R., proceeds of publication to be used toward a building fund.

Doctor Smith passed away on February 11, 1904, sincerely mourned by a host of friends.

The whole community was also deeply moved by the death of Doctor Crawford Ellsworth Fritts, at so early an age—when in only his 46th year. Doctor Fritts was born in the Town of Livingston in 1850, and after his graduation from the Hudson Academy, he became a student with Doctor H. Lyle Smith in this city. He was graduated from the New York College of Physicians and Surgeons in 1875, and became resident physician of the Kings County Hospital. In 1877, Doctor Fritts located in Hudson, and soon acquired an immense practice. His office was one of the best equipped for his profession in the state, and it was daily thronged with patients.

Doctor Fritts was a member of both the County and

State Medical Societies, and also of The New York State Medical Association.

He was consulting physician and surgeon of the New York Central, and Albany and Hudson railroads, and also consulting physician of the Girls' Training School.

He held many local offices beside those immediately connected with his practice, including a directorship in the Hudson River Bank, the Vice Presidency of a Knitting Company and Surgeon of Company F., Tenth Regiment.

Doctor Fritts was especially interested in the Hudson City Hospital, and was not only an active factor in its establishment, but was enthusiastic in its support. He donated to the institution the best obtainable operating outfit, and personally directed the proper preparation of the surgery for its use.

A summer which the Doctor spent in Europe, might have given him the sorely needed rest and change, had he not combined with it, a course of study with an eye specialist, which while it greatly increased his efficiency in that branch of his profession, prevented his obtaining the recuperation which ought to have been his first and only consideration.

Dr. Fritts had an extended acquaintance throughout this and adjoining counties, who with a large circle of more intimate friends united to grieve over his untimely death, which occurred on April 6, 1904. Tireless energy and unresting toil, undermined his naturally strong constitution and left him powerless to resist the encroachments of disease. A fund of between five and six thousand dollars was collected from the citizens of Hudson in 1906, which was used for the purchase of the Crawford E. Fritts Memorial Home for Nurses, No. 888 Columbia street.

Certain improvements were made which added greatly to its value, and in July, 1908, the property was conveyed

to the Trustees of the Hudson City Hospital, for their permanent use.

The house has accommodations for from fifteen to twenty nurses and furnishes them the comforts their arduous vocation requires.

The consideration of the Charitable institutions of Hudson, follows quite accidentally but with great appropriateness upon that of the medical profession.

No one who has not been engaged in the work of these institutions, can imagine the continual call made by them upon the time and strength of the physicians of our city, nor the willing cheerfulness of their response.

The Hudson Orphan and Relief Association is the oldest and one of the most beneficent of our charities.

It was founded by Mrs. Robert McKinstry, who sheltered little waifs at first in her own home. In 1841, she rented a few rooms at a cost of 100 dollars per year, but soon after her father, Mr. Abner Hammond, becoming interested gave her a suitable site on which by persistent effort an asylum was built, at a cost of 6,000 dollars. Small, timely bequests and constant solicitation supported the venture, until a larger legacy in 1879 enabled the Trustees to purchase their present fine building with its ample grounds, which was fitted expressly for their requirements, and forms an ideal home for the little unfortunates.

Mrs. McKinstry was President of the institution until her death, which occurred quite suddenly on June 22, 1862, and its prosperity, if not its very existence, was the direct result of her unselfish devotion to its interests. The asylum has accommodations for fifty children, and in 1904, a well furnished Kindergarten was installed, for the use of the younger ones. It is liberally endowed, and bears the name of "The Lucius Moore Memorial Kindergarten."

The Home for the Aged was the next Charitable insti-

tution established in Hudson. It was incorporated on May 5, 1883, and was opened on October 23rd, of the same year, in a rented building on the southeast corner of Fifth and Union streets.

In 1895, a suitable place with grounds on the corner of South Seventh and Union streets was purchased. This with judicious alterations and improvements, was converted into a convenient and capacious "Home," which was ready for occupancy in April, 1896.

Being enabled by the generous remembrance of its friends to assume the support of a larger number, and desiring to extend its benefits to as many as possible, a wing containing twelve additional rooms was erected in 1906.

Although the accommodations are by this means enlarged to twenty-eight it has retained the same attractive features of a private home which differentiates it from the ordinary institution of the kind.

The Hudson City Hospital was incorporated on December 17, 1887, as the result of an earnest effort on the part of a few of our citizens, and at the urgent request of Mr. Alfred Van Deusen, who wished to leave to such an institution, preferably located in this city, a legacy of 5,000 dollars. Further action was deferred until June 1, 1893, when a building on the northeast corner of Washington and Fifth streets was rented, properly prepared, and used for hospital purposes until July, 1897.

A legacy of upwards of 30,000 dollars which was left to them by Miss Sarah Bayley, then became available, and a desirable site on Prospect avenue and Columbia street, was purchased. On this was erected the present hospital building, which was ready for occupancy in 1900, the first patient having been received on June 6, of that year. It has thirty beds and all the appliances and fur-

nishings that are to be found in well appointed institutions of the kind.

The surgery has been mentioned as being particularly complete in its special requirements, and a diet kitchen has been presented to the hospital by a friend, who knew the importance of that department, in caring for the sick.

A Nurses' Training School is conducted in connection with the Hospital, and the "Crawford E. Fritts Memorial Home" provides for the wants of the whole body of nurses required. An ambulance was the very essential contribution of the ladies of the city, at an early date. A Hospital Auxiliary composed of the gentler sex, adds not a little to the funds and fittings of the work, by the various means employed.

Patients are received at the usual rates, but a large proportion of its service is charity, pure and simple, it having been an especial boon to the poorer classes.

The New York State Training School for Girls is located in one of the suburbs of Hudson.

This institution was opened on April 15, 1887, as a "House of Refuge for Women," but was not successful. Notwithstanding the most faithful effort, extending over a period of fifteen years, only five per cent gave satisfactory proof of reformation.

It was thought that more encouraging results might be obtained from girls of an impressionable age, consequently the institution was re-organized, and re-opened as a "Training School for Girls," on June 1, 1904.

The age limit is from ten to sixteen years, and they are taught all branches of housework and the nursery, together with nursing, and other industries.

All the girls have regular instruction in gymnastics and chorus singing. The Institution is most admirably managed and the reports show that it is meeting with abundant success. The total number of inmates in May, 1908,

was two hundred and twenty-eight, and sixty-five employees, thirteen of whom were teachers.

The Volunteer Firemen's Home located just north of the city proper, completes our list of public charities. The corner stone of the main building was laid on June 28, 1892, and the Institution was formally opened on June 5, 1895.

The last addition costing 35,000 dollars has just been completed, making about 50,000 dollars spent for improvements during the past two years. Number of inmates at present is sixty-eight, and the Home has accommodations for at least fifty more worthy guests.

This most excellent charitable institution is supported by a tax on foreign insurance companies doing business in this state. The tax is two per cent, and the State Firemen's Association receives ten per cent of the money.

CHAPTER XXVI.

Distinguished Men.

Among the men whose names and fame adorn the annals of Hudson, the Hon. John Stanton Gould stands prominently forth.

John Stanton Gould was born in Newport, Rhode Island, on March 14, 1812. He was of Quaker parentage and his most cherished heritage was the memory of the brave steadfastness of his ancestors, under their cruel and wicked persecution.

After finishing his course at the Friends' School in Providence, he was given his choice of a profession, and deliberately decided to enter the print works of his relative, Benjamin Marshall of Stockport, Columbia county, as a chemist.

Mr. Gould was elected a Member of the Assembly in 1846, but he was never in any sense a politician, and early became interested in matters of a humanitarian order. He was instrumental in forming the State Prison Association, of which he was subsequently made Vice-President.

Here Mr. Gould's broad philanthropic views found full scope in devising means for the amelioration of the condition of the prisoners, and many measures for the reformation of the dangerous classes emanated from his fertile brain.

The science of Agriculture greatly appealed to Mr. Gould and his writings on this and kindred subjects are among the most valuable contributions to this topic, leading to his appointment as President of the New York State Agricultural Society. Mr. Gould's lecture on "Grasses" before that body, illustrated by the exhaustive

collection of these products of the soil, which is still preserved in the State Museum at Albany, was one of the most masterly ever presented before that society.

But perhaps the crowning work of his studious life was that in connection with founding the chair of Agriculture in Cornell University, on the opening of which Mr. Gould was chosen to lecture on Agriculture and the Mechanical Arts. This position he filled for twelve years, and was one of the most popular professors at Cornell until his death, on the 8th of August, 1874.

Mr. Gould removed to Hudson in the year 1852, having purchased the fine old colonial dwelling No. 115 Warren street. Here he passed the remainder of his life, drawing around him a few choice friends, amid an atmosphere of genial hospitality, which under the benignant sway of his excellent wife has been well preserved to the present day. May it be long ere her cordial welcome shall be missed by her large circle of loving friends.

Mr. Gould had a happy gift of imparting knowledge which, with his command of language made him a valuable acquisition both to the public platform and to society. Without a trace of ostentation or self-consciousness he would devote his encyclopedic learning to the enlightenment of a school girl, as willingly as he would converse with a more congenial pedant.

Another whose distinguished attainments reflect credit upon this city is Doctor Frederick Belding Power, Ph. D., LL. D., F. C. S., who ranks as one of the four great chemists of the world. Doctor Power, whose ancestors were among the earliest settlers of Hudson, his great grandfather having been prominent in its affairs before 1787, was born in this city on March 4, 1853. Under the tuition of William P. Snyder he pursued his studies at the Hudson Academy, at the conclusion of which he entered the College of Pharmacy in Philadelphia. He was graduated in the spring

of 1874, with the highest honors, receiving the prize in chemistry.

After thus demonstrating his talents in this direction Doctor Power was strongly urged by professional friends to devote himself to the science of Chemistry, and in pursuance of this purpose, he took his departure for Germany in 1876.

Here he became matriculated as a student in the Kaiser Wilhelm University of Strasburg, and spent four years in the study of Chemistry and Natural science. During the last three of these, Doctor Power served as Assistant to Professor Phöckiger, one of the faculty, which was in those days a rare distinction for an American, it being a salaried position and a Government appointment. In 1880, Doctor Power received his degree of Doctor of Philosophy and soon after returned to America, where he was at once tendered a position in the Chemical Laboratory, of the Philadelphia College of Pharmacy, his old *alma mater*.

This he accepted and retained for about three years, during which he published in connection with his late lamented friend, Doctor Frederick Hoffman, of New York, "A Manual of Chemical Analysis," a large work which then appeared in three editions. As a means of relaxation from other duties and for further culture, Doctor Power attended evening classes at the National School of Elocution and Oratory, receiving the diploma of the school.

In 1883, Doctor Power received a call from the State University of Wisconsin at Madison, which he gladly accepted, as in the work of organizing and conducting a Department of Pharmacy in that institution, a wide field of usefulness was opened to him amid most congenial surroundings. During the nine years Doctor Power occupied this position, he not only formed many cherished friendships, but in addition to his regular duties, found

time for research, and for the translation of German scientific works, and also served on the Committee of Revision of the United States Pharmacopœia.

In the meantime an invitation was extended to him to assume the directorship of some newly established chemical laboratories in the East, and after spending four years in Passaic, New Jersey, Doctor Power acceded to the urgent request of a former classmate at Philadelphia, Mr. Henry F. Wellcome, and joined him in London. Special laboratories were established in the central part of the city in 1896, to be known as the "Wellcome Chemical Research Laboratories," and of these Doctor Power is the scientific director. With the assistance of a staff of highly trained chemists, a large amount of scientific research has been accomplished, which is embodied in nearly one hundred publications. Products representing the results of their labors have been shown at numerous exhibitions, both in this country and in Europe, receiving the highest awards—and gold medals, a "grand prize," and diploma of honor, are a few of the distinctions bestowed upon Doctor Power and his collaborators.

Limited space forbids the enumeration of the honors that have been showered upon Doctor Power both at home and abroad, only a few of which appear in the alphabetical adornments of his name.

We rejoice to be able to add that although he has become a resident of London for a time, England can claim no more. Doctor Power values too highly the honor of American citizenship ever to surrender it, and Hudsonians may still continue to follow his career with unabated pride and pleasure.

Of equal, although quite different distinction, are the two well-known bankers who by right of birth, come within the purview of these little sketches.

William A. Nash, who is one of the accredited authorities on finance, was born in this city in 1841.

When he was seven years of age, his family removed to Brooklyn where Mr. Nash spent all his boyhood years, attending the public schools, and graduating at No. 13 De Graw street, at the early age of fourteen.

He immediately entered the Corn Exchange Bank as a messenger boy, remaining five years and rising to a clerkship.

Mr. Nash then entered the Oriental Bank where he spent three years, returning to the Corn Exchange Bank at the expiration of that time as receiving teller; he was soon promoted to be paying teller, and in 1872 was made cashier.

Eleven years later, in 1883, Mr. Nash was elected President of the Corn Exchange Bank, and on the 25th anniversary of his occupancy of that position, a handsome loving cup was presented to him, as a mark of appreciation and esteem.

Mr. Nash is a tireless worker and possesses a genius for figures, and a penchant for books.

Since 1893, he has been one of the controlling spirits of the New York Clearing House, and its President in 1895-6. He was also a member of the committee who bought the land and directed the construction of the new Clearing House.

During the panic of 1893, Mr. Nash was one of the five men who, as the executive committee of the Clearing House, had that financial disturbance in charge. At that time he showed a breadth of view, backed by a fearlessness combined with conservatism, that placed him in the front rank of the able bankers of the country.

Mr. Nash has ever retained his interest in the city of his birth, and although his visits are infrequent he will respond to occasional inducements.

Valentine Perry Snyder, the distinguished banker, was born in Hudson on March 10, 1850. He is the son of the Rev. William P. Snyder, who was for many years

Principal of the Hudson Academy and Superintendent of the Public Schools. His mother was descended from Francis Cook of the "Mayflower."

Mr. Snyder was educated at the Hudson Academy, and declining to enter college, much to his father's chagrin, he began his wonderfully successful business career at the age of fifteen, as an accountant in the Hudson River Bank. From there he went to the Chatham National Bank of New York, subsequently forming connections with the First National Bank of Fishkill, and Third National Bank of New York.

Upon the appointment of Hon. Daniel Manning as Secretary of the Treasury, under the first Cleveland administration, Mr. Snyder was selected for his private secretary, and later he held various positions in the Treasury Department, the last being that of Deputy Controller of the Currency, which office he filled until 1887, when he was appointed National Bank Examiner for the City of New York.

On January 1st, 1889, Mr. Snyder became Assistant Cashier of the First National Bank of New York, and soon after was elected Vice President, and later President of the Western National Bank of that city. On its consolidation with the Bank of Commerce of New York, Mr. Snyder was elected President of the combined institutions, a position which he fills with great credit, together with directorships in many of the most important corporations in the country.

At the close of the Russo-Japanese war, Mr. Snyder was decorated by the Emperor of Japan with the Order of the "Rising Sun," for his assistance to the Japanese government, in placing its war loans in this country and Europe, and for other valuable services rendered.

The Order is one of truly Asiatic gorgeousness, consisting of a magnificent ruby, set in a star, surrounded by golden rays.

The fact that Mr. Snyder has near relatives in Hudson, will insure his continued interest in her welfare, an interest that is most cordially reciprocated by her citizens.

Henry A. Smith, who is one of the Vice Presidents of the National Bank of Commerce in New York, was a resident of Hudson for a number of years.

His education was conducted by the Rev. William P. Snyder at the Hudson Academy, after which he entered the Farmers' Bank in this city, where he received his training in the banking business.

In the meantime his father's occupation led to the removal of the family to New York whither Mr. Smith followed, and in the course of time became a member of the official board of the Bank of Commerce with his congenial friend, Mr. Valentine P. Snyder.

The portraits of our forefathers were painted, apparently to a great extent, by Mr. Prime, whose handiwork appears in the ancestral halls of many of our citizens. These are said to have been good likenesses, but in pose and expression they seem somewhat stiff and wooden, to us of a later generation.

Mr. Henry Ary, an artist of unquestioned merit, next occupied the field, the most important of his portraits being that of Washington, which is owned by the city, and adorns the chamber of the Common Council.

He also painted landscapes which exhibit real artistic feeling, some of which may yet be seen in the homes of his admirers.

Mr. Ary is recalled as possessing a rare artistic sense, and an intense love of nature. He was also a charming personality, and greatly respected.

The picturesque scenery of Hudson proved an inspiration to the talented Parton brothers, Arthur and Ernest, both of whom are natives of this city. Soon after reaching his majority, Mr. Arthur Parton entered the studio of

William T. Richards of Philadelphia, where he obtained a thorough, and conscientious training in the technicalities of his art, after which he opened a studio in New York, which has since been his place of work. His residence being at Yonkers and his summer home in the Catskills.

In 1869, Mr. Parton went to Europe, and during a year spent in study and travel, obtained a knowledge of the works of the Barbizon school, which has been of inestimable advantage to him in later years.

He was elected an Associate of the National Academy in 1872, and twelve years later was made an Academician, and is also a member of the American Water Color Society.

Mr. Parton has been a most industrious painter, and his works have received the highest awards of merit both in Europe and in his native land, some portion at least of which we would desire to enumerate, did space permit.

Mr. Parton has a daughter who has inherited much of his artistic talent, and Miss Hilda Parton's portraits already attract most favorable attention.

Mr. Arthur Parton is essentially an American artist, finding his subjects in American scenery, and is to be highly esteemed as such—his brother Ernest early became a resident of London, England, a fact of which we cannot think otherwise than regretfully.

Mr. Ernest Parton went direct to nature for his teacher and she repaid his devotion, by kindly unfolding to him her choicest secrets.

Not long after locating in London, Mr. Parton sent to The Royal Academy Exhibition of 1879, a picture called "The Waning of the Year," a November scene. The President and Council of the Academy hung the picture in the place of honor, in one of the Galleries and purchased it under the terms of the Chantrey bequest. It hangs in the collection of "The Tate Gallery," with the other Chantrey

pictures. Needless to say that Mr. Parton is well established in London. He is a member of every Art Society and has received several medals abroad.

Mention of Miss Sara Freeborn, artist and sculptor, should not be omitted from these pages.

Miss Freeborn's family came to Hudson when she was a little girl, and lived for a number of years in the dwelling that is now the Chapter House.

Here Miss Sara's talent was exhibited at the early age of nine years, by a profile bas-relief of herself, modeled for her mother's birthday. The likeness, caught from a mirror, was excellent. Miss Freeborn was also a painter of portraits for a time, but she preferred the chisel to the brush, which in middle life led to her removal to Florence, Italy, in order to be convenient to the quarries of Carrara marble. In her pleasant home she ever welcomed with gladness her American friends, and especially those from Hudson.

Miss Freeborn passed away quite suddenly during a visit to this country not long since, and was laid to rest among her kindred in our lovely cemetery.

The altar in Christ Church in this city, which was executed by Miss Freeborn, commemorates her beautiful and wondrously spirituelle sister, the wife of Doctor John P. Wheeler, who placed the memorial in the church she loved so well.

We bring these imperfect sketches to a close with the name of one whom the younger artists revere and whose place in the realm of art has never been quite filled.

Sanford Robinson Gifford was born in Greenfield, New York, in 1822.

His father soon after removed to Hudson, where he became engaged in the iron business, and all Mr. Gifford's impressionable boyhood's years were passed amid the beautiful scenery of this city.

It is not surprising that his artistic nature expanded, and asserted itself, with such influences as these thus early

exerted upon him. So dear did these views become to him that on many occasions when arriving on a visit to his relatives, Mr. Gifford went first to the heights beyond to drink in the inspiration they afforded.

In 1842, Mr. Gifford entered Brown University, where he remained two years, and then proceeded to New York, to avail himself of the few advantages there offered for the study of art.

For one year he devoted himself to the study of drawing, perspective and anatomy, with a view to portrait painting, but in 1845, he determined to become a landscape painter, which was the true bent of his talent.

After exhibiting in the Academy for five years, Mr. Gifford was in 1851, elected an Associate, and in 1854, an Academician.

Then followed successive seasons spent in sketching, in every part of the old world, with intervals only in his native land. In September, 1857, Mr. Gifford returned to New York, and occupied the studio No. 19 in the Studio Building, No. 51 West Tenth street, which he retained until his death.

Mr. Gifford joined the famous Seventh Regiment of New York City at the outbreak of the Civil War, and accompanied it to Washington in 1861. He was also out with the regiment in 1862 and in '63. In 1868, he again went abroad remaining two years, after which he occupied himself sketching in this country for four years, leaving scarcely any accessible portions unvisited.

In July, 1880, not feeling well he went again under medical advice, to the region of Lake Superior, but became so ill that he was compelled to hasten home. After lingering a few weeks, Mr. Gifford passed away in the City of New York, on the 29th of August, 1880, in the fifty-eighth year of his age.

"Mr. Gifford possessed an imperishable spark of genius,

which he fanned assiduously throughout his whole life and has left an ever-burning impress of his character on his works." Certain it is that Mr. Gifford's pictures remain upon the walls of memory, as though painted on the innermost recesses of the mind.

Beside these whom Hudson can claim by right of birth or residence, artists like the distinguished Frederick E. Church, who was the intimate friend of Sanford R. Gifford, and the great painter of marines, M. F. H. de Haas, have given our views the stamp of the highest artistic appreciation. The latter during his frequent visits pronouncing the combination of mountain and river to be unsurpassed in beauty, and the former by placing his home within the radius of six miles, which in his mature judgment contained the finest scenery in the world.

Our glimpses of authors on their flying visits to Hudson, like those of the other personages of distinction we have mentioned, have closely resembled those of the fabled angelic visitants, in being "few and far between."

Miss Alice B. Neal published in 1850 a book entitled "The Gossips of Rivertown," meaning Hudson, thereby giving offense to many of the good people of this city. Though how any one could be offended at such emasculated caricatures of human nature is past finding out.

Miss Neal mentions "the excitement occasioned by Charles Dickens passing through Main street," and says, "every traveler who arrived at the 'Rivertown House' (Hudson House) for months afterward, that was so unfortunate as to wear a linen blouse, and have an uncommon quantity of long light hair was surely 'Dickens himself again.'"

That was Mr. Charles Dickens' first visit to this country, which was followed by "American Notes" after his return to England.

That book by "Boz" doubtless delighted the Britisher,

but was less pleasing to the people of this country who had so hospitably entertained the author. However unpalatable it may have been, much of it was true, and it probably did us good

"To see oursel's as others see us!"

Mr. Henry James visited Hudson in September, 1905, and curiously enough he was also gathering material for his "American Notes," published serially in "The Atlantic Monthly" and "North American Review," and later collected in book form.

Mr. James arrived with two ladies and a French poodle in an automobile, which required some repairs. The party went to "The Worth" for dinner, requesting to bring the poodle to the dining room with them.

On being informed that dogs were not allowed in that room, but would be well cared for elsewhere, they departed and as Mr. James relates, "found dinner at a cook shop, after encountering coldness at the door of the main hotel by reason of our French poodle." "This personage had made our group admirably composed as it was, only more illustrious; but minds indifferent to an opportunity of intercourse, but the intercourse of mere vision with fine French poodles, may be taken as suffering, where they have sinned." "The hospitality of the cook shop was meanwhile touchingly, winningly unconditional, yet full of character, of local, of natural truth, as we liked to think, documentary in a high degree—we talked it over—for American Life."

How very Jamesian that is! But there was better stuff than that in the "Notes," or the book would not have been worth the binding.

The incident was the occasion of much mirthful comment in Hudson, but it only exhibits the smallness of the really great Analyst, in his analytical extremes.

Among others of the craft of authors who have been entertained in this city (but not at a "cook shop"), we

recall the charming George William Curtiss—the delightful raconteurs, Bayard Taylor and George Kennan, and also W. Elliot Griffis, our American historian who out-Hollands the Hollanders, in admiration of the Dutch.

Hudson is frequently, though erroneously mentioned as being the birthplace of Francis Brett Harte, and a recent post card purports to exhibit the house in which he was born. The facts in the case are these:

Mr. Hart's father was for a time the Principal of the Hudson Academy, and lived on the corner of North Seventh and State street. Here a daughter was born and named Margaret, soon after which the family removed to Albany, where Mr. Harte was employed as a teacher of the classics in the Albany Female Academy, and where Francis Brett Harte was born.

Mr. Harte has near relatives living in this city, whom he used occasionally to visit in his early years, but he never resided here.

CHAPTER XXVII.

Clubs—Notable Residents.

The Hudson Social Reading Club composed of fifty members was organized on January 22, 1879, "for the promotion of social intercourse based upon intellectual culture." It being then late in the season, further action was deferred until the following autumn, and the first meeting was held on the evening of November 10, 1879.

The Rev. William D. Perry was elected President of the club—a position which he filled with much ability. The literary menu was prepared by an executive committee who after due consultation, announced the fortnightly "feast of reason and flow of soul."

Mention of these executive sessions brings to our remembrance, with a sigh of regret, the thoughtful face of Miss Mary Gifford, at whose suggestion the club was formed, and who evinced a great interest in its welfare, while she continued to reside in Hudson.

The genial mien of a certain reverend gentleman (not then a D. D.) who still dispenses undiluted spiritual pabulum to his receptive congregation in this city, recurs to mind, and also the form of our gifted secretary, to whom Hudson owes a debt of gratitude for the preservation of her early history.

The writer offers no apology for a digression, in order to pay a tribute to the memory of Mr. Stephen B. Miller, author of "Historical Sketches of Hudson."

Mr. Miller was a descendant of one of the oldest families of Claverack, a branch of which removed to this city, where he was born, on October 7, 1823. He was a man of high character, upright, generous, unselfish, and the soul of honor.

His affection for Hudson was as discriminating as it was deep and abiding, and it is almost pathetic to note in his "Sketches," how sensitive it made him to any unjust criticism applied to her.

Almost his closing words in that work are an appeal to her citizens to speak well of their own city, which ought not to have been necessary, one would think, but which unfortunately is still too much required. His clear eye saw how injurious had been the strange habit of depreciation so often indulged.

Mr. Miller passed away on June 11, 1905, leaving a large circle of friends to mourn his loss.

Returning to the "Reading Club" to which Mr. Miller and others contributed most interesting papers, we have delightful memories of the charming entertainments furnished to its members, and occasional guests.

Variety was secured by setting apart one evening in each season, to be devoted to music, and another to the drama. These were exceptionally enjoyable.

On November 5, 1888, the "Hudson Social Reading Club" was reorganized, and renamed "The Fortnightly," which club has been successfully conducted on similar lines for the past twenty years. Its twentieth anniversary will be appropriately celebrated during the coming season. A few changes were made, the most important of which was the omission of gentlemen, and the decision to hold the meetings in the afternoon instead of evening.

There can be no question that the "Social Reading Club" and its successor "The Fortnightly," have promoted social intercourse, and have widened the horizon of their members. It is very desirable that such an organization should be maintained.

The social life of Hudson has always been of an exceedingly pleasant character, but in recent years entertainments have become so elaborate, and the expenditure so lavish that they are less frequent than formerly.

Possibly a return to something of the simplicity of our mothers might be of advantage.

A uniformly successful hostess of several generations ago, on being congratulated upon her delightful "parties" (they were so called then), she replied, "Oh! I have really nothing to do but get agreeable people together and they do the rest." So easy—like pushing a button, and presto! a charming party emerged!

It is a far cry from those simple but enjoyable affairs, which always included plenty of music and dancing, to the functions of the present day. As an instance, one has only to recall a single season of a few years since, when "The Ben Greet Company of Players" in "As You Like It," "The Kneisel Quartet," a mammoth theatre party, and several vaudeville troupes, were provided for the delectation of Hudson society. It is hardly necessary to say that, with the exception of one or two notable "Readings," there has been nothing of importance since.

The lovers of cards (and their name is Legion) are enabled to "*bridge*" these intervals successfully—clubs for the purpose being both numerous and prosperous.

A smaller club named "Deltoton" has been a source of profit and pleasure to some of the younger ladies of Hudson for a number of seasons.

Its object is "mutual improvement along literary lines," to which has been added some useful outside work in the form of "Mothers' Meetings," which were intended for the betterment of the homes, and the infusion of a more hopeful spirit among the weary workers, in the lower section of the city.

Under the auspices of "Deltoton" and "The Fortnightly" such men as John Fiske, Jacob Riis, Doctor Luther Gulick, John Graham Brooks and others have been heard and enjoyed by Hudsonians.

The Country Club, as its name implies, is an associa-

tion of ladies and gentlemen who are devoted to golf and outdoor games.

They have a convenient little club house at the links just outside the city, where athletics and afternoon tea combine to while away the hours.

The Hudson Club which is composed only of gentlemen, was formed in 1873, for "mutual enjoyment of rational pleasure." The Club occupy the residence of the late Doctor Abijah P. Cook, on Warren street, which affords ample room and is conveniently located.

Hudson has never been considered a musical city "par excellence," but it possesses much musical talent, which is exhibited not alone in a perfected technique, but also in a finely cultivated taste. This appreciation of the best artists renders Hudson a most attractive field for concert troupes, as Miss Thursby and others have borne abundant testimony. In former years the noted musicians like the celebrated lecturers, were within our financial reach, but the enormous salaries demanded now render it impossible to meet their requirements in a city, where only a limited number would be willing to pay city prices, for the privilege of listening to them.

It seems almost incredible that Thomas's Orchestra was brought to Hudson some years ago by subscription, and the citizens felt well repaid by just one gala performance.

Of the number of notables who have visited or resided in Hudson, only a few can be mentioned.

In the year 1854, William L. Ashmead Bartlett, with his mother and elder brother Ellis, came to this city, occupying at first the house of Prof. Blanchard, No. 117 Warren street, and afterward No. 118, on the opposite side. Hudson had been especially commended to Mrs. Bartlett as an ideal home for herself and children, by

Mr. Cyrus Curtis of New York, who had been himself a resident here for some years, at an earlier period.

Many persons will remember Mrs. Bartlett and the two little boys, all attired in deepest mourning, for the husband and father, then recently deceased. Mr. Morrill, assistant rector of the Episcopal church, was employed as tutor, until at the proper time the education of the Bartlett brothers was continued at the Episcopal College at Annandale. Quite suddenly the family were called to England by the serious illness of one of Mrs. Bartlett's sisters, Mrs. Brooker, and they never returned. Mrs. Bartlett passed away about seven years ago. Her letters breathe the deepest affection for "dear old Hudson," and the friends whom she always hoped to see again.

The education of the Bartlett boys at Eton and Oxford was assumed by Mr. Brooker, their uncle, and the marriage of the younger to the Baroness Burdett-Coutts is familiar to all. Notwithstanding the disparity in age—nearly forty years—the union was a happy one. Lady Burdett-Coutts was a vigorous horsewoman and pedestrian at the age of sixty-six, and for many years afterward, and possessed in a marked degree that elusive quality called "charm."

She was annoyed by the persistence of suitors—declining the offers of such men as Napoleon III and Disraeli, she found in the young Philadelphian the friendship, that grew into an affection which never failed her.

Mr. Burdett-Coutts devoted himself to the administration of his wife's charities most unselfishly, and proved an invaluable aid to her in every possible way.

Lady Burdett-Coutts and her husband greatly desired to visit their American relatives, whom she always welcomed so cordially and entertained so delightfully, but her innate dread of the ocean prevented. On more than one occasion their steamer accommodations were engaged,

but at the crucial moment of sailing the courage of the Baroness failed.

Another notable recalled was the guest of our President one evening, at the Social Reading Club.

A pleasant, unassuming gentleman, who was introduced as Mr. Ion Perdicaris, quite unwillingly furnished several paragraphs to the press not very long ago

While sitting quietly in his home in the suburbs of Algiers, he was taken captive by that boldest of bandit-chiefs, Rais Uli.

Mr. Perdicaris rather objected to giving aid and comfort to the enemy to the extent of \$75,000, but after an imprisonment of a few weeks, his health was becoming impaired, so he yielded and was set at liberty.

Mr. Cyrus Curtiss, to whom allusion has been made, was a most highly esteemed citizen of Hudson for many years. He was Mayor of the city during the Anti-rent war, also one of the three Superintendents of Public Schools first appointed by the Council. Later he removed with his family to New York, but always retained the friendships formed while a resident here.

The pure bracing air, fine drives, and charming scenery of Hudson have always possessed a peculiar attraction for the weary retired business man, seeking a quiet, restful place "far from the madding crowd," in which to set up his Lares and Penates.

The first instance recorded was that of Mr. Richard I. Wells, who came here with his family from New York, on a sloop in 1808, with all his household goods. The spacious mansion No. 10 Partition street, had just been completed by Mr. Alexander Mitchell, who built several fine houses in this city. It was much admired by Mrs. Wells, who chanced to be paying one of her frequent visits to her father, Mr. Josiah Olcott, who has been

mentioned in a former portion of this work, as the partner of Thomas Jenkins in the rope-walk and also in other business enterprises. His residence was the well known "Olcott House" on the corner of State and Third streets. In this large, comfortable dwelling, Mr. Olcott lived and died. His sons and later descendants are prominently known in law and finance, while his daughters, Mrs. Richard I. Wells, Mrs. William Folger and the Misses Olcott, all now deceased, are most pleasantly remembered by all who knew them.

Mr. Wells purchased the house referred to on Partition street, and it became one of the most hospitable and delightful homes in this city.

Somewhat later, the property of Samuel Plumb, now known as the McIntyre place, became the residence of Doctor Oliver Bronson, also of the leisure class. He was active and useful in civic affairs—was one of the Superintendents of Public Schools, and with Cyrus Curtiss and Josiah W. Fairfield, served faithfully in the work of fostering and improving them.

Doctor Bronson removed from Hudson and Mr. Frederick Fitch Folger next occupied the estate, beautifying it, and spending many happy years there.

Mr. Folger had retired from active business in New Orleans, and became an invaluable acquisition to this city. Public-spirited, able, and willing, he served on various commissions, and devoted much of his well-earned leisure to the best interests of our citizens.

Mr. Joel T. Simpson who, during a long period, dispensed both a cordial hospitality and beneficent charity, from his lovely home, had also retired from business in the South.

To these might be added the names of many others who have found amid our beautiful surroundings the health and comfort they desired, and who have contributed

immeasurably to the civic betterment and social life of Hudson.

But in this utilitarian age there is no longer room for such a city of refuge; where the worn toiler may find rest, and where churches, schools and market are easily accessible, together with the joys of friendly intercourse. People who are flying from the noise and smoke of the metropolis are compelled to go farther afield, and are happily finding, on landed estates throughout the country, all needed requirements.

It is quite possible that a new era is about to dawn upon the city of Hudson.

Its admirable facilities for transportation by rail or river, and its abundant water supply furnish the advantages for manufacturing that are so eagerly desired for our young men; although unfortunately it has been the universal experience of places of this size, that the younger element would still seek the greater possibilities of the larger cities.

However, the experiment could be tried, and if it should make for the fuller development of the city on the best lines, everyone will most heartily rejoice.

But the bells that ring in the new, ring out the old!
May they also,

“Ring out false pride in place and blood,
The civic slander and the spite;
Ring in the love of truth and right,
Ring in the common love of good.

Ring in the valiant man and free,
The larger heart, the kindlier hand;
Ring out the darkness of the land,
Ring in the Christ that is to be.”

THE END.



JAN 8 1939

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